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CHANG BECOMES DICTATOR.

A BLOODLESS REVOLUTION ACHIEVED.

HANKOW TROOPS GIVE TROUBLE AT WUCHANG.

YANG'S MEN LOOT SHASI.

Latest news from the north indicates that Marshal Chang Tso-lin has effected what is described as a bloodless revolution, whereby he becomes virtual dictator of North China. His new post is more than Generalissimo, for he now has complete control not only of the army and navy, but also of the Cabinet, being able to appoint whoever he desires as Premier.

The Hankow troops who were recently operating on the Honan front, and who, it will be recalled from earlier messages, are being concentrated to meet the Canton anti-Red thrust, are being sent to Wuchang, and it is reported that they are creating serious disturbances there. The food shops are being looted every night, and attacks on women are frequent.

News from Shasi indicates that the defeated troops of General Yang Sen have looted the town before leaving for Ichang, where they continue to straggle in, and where they are proving difficult to control. There is an acute rice shortage there, and trouble is feared between the resident population and the soldiers. The evacuation of oil stocks at Ichang has proceeded smoothly up to date.

Reports from other points on the Yangtze indicate that nothing important is occurring, the general situation being described as quiet.

Peking, June 17

Marshal Chang Tso-lin has not yet been installed in his new post, but the matter will be settled within 24 hours.

Chang Tso-lin had previously been the Commander-in-Chief of the Ankuochun, and his new title is "Tayuan-sui," which may be roughly translated as Generalissimo, and implies much more, as Chang will be practically dictator, as head of the navy as well as the army, and will also have power to appoint a Premier and through him the whole Cabinet, which will be responsible to the Generalissimo; hence the step is little less than a bloodless revolution establishing a new form of government. Probably there will be some very simple form of ceremony to-morrow to inaugurate the new regime.

—Reuter.

WUCHANG DISTURBANCES.

Soldiers Out of Hand.

Hankow, June 17. The troops returning from the Honan front are being sent to Wuchang, where they have created serious disturbances. Every night the food shops are looted and attacks on women are frequent.

The American Senator Bingham arrived at Hankow this afternoon.

Senator Bingham has been to Peking and the Northern districts, and on arrival at Shanghai recently, he said that he understood the Northern point of view and intended to visit Nationalist headquarters to get the other side of the question.

SHASI LOOTED.

Yang Sen's Troops Threatening.

Ichang, June 17. Large numbers of scattered units of General Yang Sen's army are continuing to straggle in from Shasi, and it is believed that before leaving the latter place, the town was looted.

The soldiers in Ichang are proving difficult to keep in control, but the evacuation of the oil stocks has so far proceeded smoothly without any attempt at interference.

The rice shortage is acute and trouble between the civil population and the troops is feared.

—Naval Wireless.

AT NANKING.

Chiang Kai-shek Returns.

Nanking, June 17. Marshal Chiang Kai-shek returned to Nanking on Wednesday.

Shanghai, June 17. There is nothing out of the ordinary to report and information received from the Yangtze ports indicates that the situation generally is quiet.

ANTI-RED EXPEDITION.

Latest News from Canton.

Canton, June 17.

In view of the serious military situation in southern Kiangsi, General Chien Ta-chun, the commander of the anti-Red Northern Expedition, has proclaimed martial law in Shui-kwan, the gateway of northern Kwangtung.

A special commission has been appointed by General Chien's headquarters in Shui-kwan to take charge of the censor of all mails for and passing through this city. General Chien, who returned from the Kiangsi front a few days ago to confer with General Li Chai-sun on the detailed plans of the Kiangsi expedition, will go to the front again over the week-end. General Chien has also ordered that the garrisons on the Shui-kwan-Canton railway line should be reinforced. Two regiments of the Kwangsi 4th Brigade which had been stationed in Wengsha left by the Yue-han train yesterday morning for Shui-kwan.

A telegram has been received by military circles here, stating that Mr. Wu Chi-fai, a prominent Kuomintang moderate, who was chief promoter of the recent anti-Red campaign, has resigned from his office as Director-General of the Army Political Department. His office will be filled by General Chan Ming-shin, formerly commander of the 11th Nationalist army, now assistant Director of the Political Department.

Mr. Samuel Wong, formerly Director of the Shekcheng Arsenal, took up his duties yesterday morning as Director-General of the Central Arsenal in Canton.

Chan Fu-mok's Dismissal.

The reason given by the Provincial Government of Kwangtung for the dismissal of Chan Fu-mok, the Labour Commissioner, who was recalled by Marshal Chiang Kai-shek to Nanking recently for his Red tendency, is that since the trouble with the labour unionists in front of the Labour Department Office a few days ago, the Department's office has been practically empty and idle. The Government considers that despite difficulties the officials should carry on their duties and it blames Chan for shirking his responsibilities. It is understood, however, that the above statement is merely an excuse.

General Feng Chok-man, formerly Chief of staff to General Hsu Sung-chi, the Cantonese Commander-in-Chief, has been appointed by the Kwangtung Government as Commissioner of Labour vice Chan Fu-mok.

(Continued on Page 18.)

M. BORODIN AND THE BANANAS.

PANIC CAUSED BY FIRING OF SHOTS.

HASTY RETURN TO HANKOW.

Hankow, June 7.

The mystery of M. Borodin's attempted trip to Changsha at the end of May is gradually being cleared up as details leak out from various sources.

Towards the end of last month a serious situation had arisen in Hunan owing to quarrels between General Tang Seng-chi's troops and the Farmers' and Peasants' Union as the result of the Union confiscating the land of soldiers at the front, ill-treating their dependents and, finally, planning to seize the arms of the 2,500 troops in Changsha. The troops, forewarned, attacked the Union headquarters, killed 20 pickets, executed the leader of the Union and forced the Farmers and Peasants to retreat to Siungtan, south of Changsha.

M. Borodin, accompanied by a delegation of five Chinese communists and his personal suite, left Wuchang railway station in his private saloon at noon, May 26, to proceed to Changsha to endeavour to restore Communist supremacy in what, up to the present, has been the "reddest" province.

FIVE KILLED.

Deaths Caused By Lightning.

Amsterdam, June 17. Lightning has caused five deaths and injured 10 persons, through striking the Juliana dry-dock at Amsterdam.

vice in China; for, although it is doubtful whether the full facts will ever be known, there is no shadow of doubt that the Farmers' and Peasants' Union have been carrying on a merciless campaign for the extermination of all land proprietors and moneyed people, which can only be compared with the earliest days of Bolshevik Russia.

Under the Table.

All went well and without incident until Yochow, half-way to Changsha was reached. Here a halt was made while dinner was served. Suddenly shots were heard in the distance. M. Borodin, the man of action, was "first off the mark." Seizing a bunch of bananas—apparently in case of siege—he dived under the table, pulling the table-cloth after him.

In his uncomfortably confined place (for such a bulky person) he remained for 20 minutes, after which he emerged and gave instructions for the train to return immediately to Wuchang, promising the driver \$50 if he displayed proper celerity in saving his master's skin. The saloon was left behind as a false scent.

M. Borodin arrived back in Wuchang on May 27 and spent the night there surrounded with troops, only returning to his residence in the ex-German Concession in Hankow after being perfectly certain that conditions there remained normal.

—Reuter.

THE COLONY'S FINANCES.

FIGURES FOR FEBRUARY.

The financial statement for the Month of February, published in the Government Gazette just issued, shows that the Colony's revenue for the month was \$1,475,813 and the expenditure \$1,350,386.

The balance of assets over liabilities at the end of the month stood at \$4,221,687.

TO-DAY.

Dollar on demand 1/11.15/16.
Lighting-up 7.09 p.m.

NAVAL QUESTIONS.

JAPAN MAY EXPECT A NEW RATIO.

AMERICA HAS OPEN MIND.

Geneva, June 17.

"We are not going beyond the application of the principle of the Washington Treaty to other classes of vessels," declared Mr. Hugh Gibson, head of the American delegation to the Naval Disarmament Conference, when interviewed by Reuter.

He said he was most hopeful as to the outcome of the conference, especially in view of the calibre of the British and Japanese delegates, which showed the earnestness of the desire to get somewhere and achieve something.

Mr. Gibson said that he did not anticipate "bombshells." The Americans at present did not possess any cut and dried agenda, but had worked out ideas with the object of extending the principles of Washington.

He concluded that if limited limitation succeeds, it will correspondingly reduce the work of the preparatory commission of the League of Nations in November.

Japan's Policy.

Tokyo, June 17.

Viscount Saito has been given virtually a free hand in the tripartite conference, being restricted only by the broadest general principles.

Thus he will be enabled to take the fullest advantage of any "atmosphere" created in the course of the discussions.

It is impossible at present to state how far such questions as the Singapore base, Hawaii, and the naval ratio will be pressed. While he is undoubtedly prepared to oppose any attempt to apply the 5/5/3 ratio to the auxiliary ships, Japan is unlikely to propose definite equality; unless a favourable atmosphere for this be created, in which case she will possibly press for a 5/5/5 ratio as compensation for refraining from opposing the Singapore and Hawaii undertakings, just as at the Versailles conference she virtually obtained an agreement from the Powers to permit her to retain Shantung as compensation for dropping the racial equality issue.

—Reuter.

SCHOOL FEES.

INCREASED SCALE FOR GOVERNMENT SCHOOLS.

It is notified in the Government Gazette that on and after January 1st, 1928, the fees payable monthly in advance at the undermentioned Government Schools will be at the following rates:

Queen's College and King's College Class I to III	\$96 per annum.
Queen's College and King's College Classes IV to VIII	\$80 "
Ellis Kadourie School	\$60 "
Yau-mat School	\$60 "
Wantsai School	\$60 "
Bellios Public School for Girls	\$36 "
Ellis Kadourie School for Indians	\$24 "
Gap Road School	\$25 "
We understand that the difference between the above rates and those previously in force, are as follows:	
Queen's College Class I to Class VII	\$60 per annum.
Ellis Kadourie School	\$36 "
Yau-mat School	" "
Wantsai School	" "

POLICE RESERVE.

OFFICER APPOINTMENTS.

H.E. the Governor has made the following appointments to the Hongkong Police Reserve:

To be Adjutant, with rank and title of Deputy Superintendent of Police (Reserve)—George Bibby Hartford, D.S.O., Commander, Royal Navy, (Retd.), Justice of the Peace.

To be Honorary Commissioner of Police (Reserve)—Ts'o Seen-wan, LL.D., Justice of the Peace.

To be Assistant Superintendent of Police (Reserve) and be in command of the Chinese Company, Hongkong Police Reserve—Frederick Charles Mow Fung, Justice of the Peace.

To be Medical Officer, Police (Reserve), and be attached to the Chinese Company, Hongkong Police Reserve—George Harold Thomas, M.D., B.S.

TAXATION INCREASES PROTECTED.

POWERS GIVEN FOR SUDDEN DECISIONS.

TO SAFEGUARD REVENUES.

It is announced in the Government Gazette that it is proposed to introduce a Bill in the Legislative Council shortly to protect the revenue of the Colony.

In the "Objects and Reasons" it is explained:—

1. When the liquor duties were raised last October the absence of a simple procedure for secretly and suddenly increasing the rate of duty was felt. Attention was drawn to the fact that this problem had been dealt with in a general way in the Ceylon Ordinances and it was decided to adopt some similar provision here. The present Ordinance, which is based on Ordinance No. 33 of 1921 of the Ordinances of Ceylon, is the outcome of that decision. It is obvious that the more secretly and suddenly a duty can be imposed, or raised in rate, the less risk there is of the revenue losing through clearance from bond, etc., made in preparation for a higher rate of duty.

2. The scheme of the present Ordinance is to give the Governor power to impose or alter duties,

DEATH SENTENCE.

Echo of Gibraltar Tragedy.

Gibraltar, June 17.

Lieutenant Duffield, who shot Colonel FitzGerald, in April, has been found guilty and been sentenced to death, with a strong recommendation to mercy.

etc., in anticipation of the passing by the Legislative Council of an Ordinance or resolution bringing in the new duties or rates of duties in an ordinary and permanent way. If the Ordinance or resolution is rejected by the Legislative Council the order expires, the previous position is restored, and the excess duty collected is refunded. In any event the order cannot remain in force for a longer period than four months.

3. The Ordinance is not confined to liquor duties but is made perfectly general so as to include all forms of revenue.

DUTCH AERIAL SERVICE.

TO HAVE STATE SUBSIDY.

The Hague, June 17. The Second Chamber has passed the Bill to establish a foreign aerial service by the Royal Dutch Aviation Company.

The Bill provides for a State contribution of 500,000 florins to the company's capital, and a seven years' State subsidy, rising to a maximum of 2,800,000 florins.

—Reuter.

BATHING TRAGEDY.

ST. STEPHEN'S STUDENT'S FUNERAL.

The funeral of Yue Kwok-kau, the young St. Stephen's College student who was drowned in tragic circumstances during a bathing picnic to Stonecutters' Island on Wednesday last week, and whose body was recovered yesterday, took place this morning.

The cortege was followed by large numbers of his schoolfellows and the masters at the College and among the numerous wreaths were one from H.E. the Governor and one from the Council of St. Stephen's College.

Much conjecture has been raised as to the reason for the presence of H.M.S. Vindictive in Kowloon Bay. We understand that she is going into dock at Kowloon at an early date.

Bulls and Inners

From the Office Butts.

Miss Dorothy Roper is a great forger in the Frothblowers. She is a lasso does things.

There might be nothing in a name but all the same the Chinese lady who lost \$1,000 in Aberdeen Street was ill-advised in her choice of a promenade.

At Tai-po last Sunday a man was cowed after being chased by a bull. Otherwise crime in the district is normal.

A Castle Peak fisherman's earnings are not net profit.

This week's stray bat from the belfry: "Do steeples lead their children to aspire?"

Hongkong's most outstanding feature is salmon coloured legs.

To-day's motoring hint: Don't confuse "Safety First" with "Safety in Numbers." Seven in a small car is apt to cramp the best driver's style.

Chan Fu-mok has been ordered a complete rest. He is to be put on a low diet of three speeches a day.

A man who had been absent from his home for 48 hours has just arrived at Kowloon. Others hope to get home as soon as the traffic blocks are mitigated.

Poetic justice: Shave the wife's neck with the blade she used for sharpening her pencil.

We have apparently reached the point now where you can judge a man's social status by the manner in which he bathes in the sea.

There is rather too much bawl in baseball.

Burglars in Shamshui stole \$50 worth of aspirin. It is suspected that these men came from Tai-po.

Some powder goes off with a bang; some goes on with a puff.

With reference to the prisoners who escaped from a Belfast jail, the police theory is that there was something about the place which they didn't like.

"Commander Byrd said that the start of his trans-Atlantic flight would depend on the weather." Of course, one has to be a super-airman to think of that.

Hiccups can be described as messages from departed spirits.

The difference between a Scotsman and a canoe is that a canoe tips!

The sight of so many middle-aged knees makes one feel uneasy.

The 5 a.m. activities in the Peninsular Hotel vicinity have done some good. Most Kowloon folk now go to bed earlier.

The Kowloon Feline Male Voice Choir have disbanded. The early morning competition these past few weeks has been too grate.

The new Hongkong journal appears to be a passed-by-monthly.

The tune at present in favour with Peak Tram shareholders is "The March of the Mount Cameron Men."

Now they've fixed the brakes up, there will be less danger of breaks down.

When will the piers of the realm be at work again?

A recent Government report gives interesting information on Chinese type spirit. We know now what makes some of these composers so dopey.

A member of our staff now in London writes commenting on the vast amount of change there. But wait until he reaches Scotland; then he'll change his tune.

Communism, apparently, is one of the few things that practice does not make perfect.

After reading the Hongkong Review it would appear that the improvement to the ventilating system on H.M.S. Hermes has not reduced the number of hot air men in town.

As Daisy might easily have remarked on Tuesday when his plane crashed, even a non-stop flight has got to stop somewhere.

There is a great deal of unalloyed praise in the Opium Report.

Chicago electors are still burying the hatchet—in each other.

The weight of the earth is 6,000,000,000,000,000,000 tons, states Dr. Paul Nell of the U.S.A. Bureau of Standards. We understand that as a result of over-exertion, Dr. Nell is now confined to hospital suffering from an attack of *aftermathematical*.

There has been a plague of caterpillars at Cheung Chau. Of course, this must not be confused with visitors from the interior who usually arrive in sects.

An American lady has forsaken bridge parties in favour of boar-hunting. We can quite understand bridge parties causing her to think of bores.

"Margarine" is a subject which is causing a hot dispute in Russia, says the Post. Although butter small matter, the fat seems to be in the fire.

Anti-Communism in Canton must be in the ascendancy. They are advertising now for a number of barbers.

Casual visitors to Repulse Bay bathing beach will soon be content.

Contenders in the race for Peking risk losing by a head, or a neck.

The new Nationalist anthem is "Tsingtao me, I'll be thine."

McWhirter says Kowloon folk are not quite sure whether they would not prefer burglars to buglers.

Pacific fliers will have a Dolo to claim from.

The Soviet's latest Note lacked Polish.

Talking about bathing sheds, Auntie Caustic says you ought never to forget that some people are more unfortunate than others.

Woman is more and more coming into her own. Pots and pans have been introduced into a Geneva conference as a subject for discussion!

At Canberra they toasted the King in orangeade—An "ade" to good government?

"Diana" comes back this week and asks "Where would you and I be if it was not for our mothers?" We wonder.

A home paper describing "Lemon. Dash," a new summer drink, advises the use of equal parts of ale and lemonade with a dash of lemon. But, dash it all, it looks suspiciously like our old friend "shandy."

Chinese porcelain is fetching high prices in London. Its authenticity is doubted as none of it is cracked.

It is probable that the Baseball dispute will Dragon.

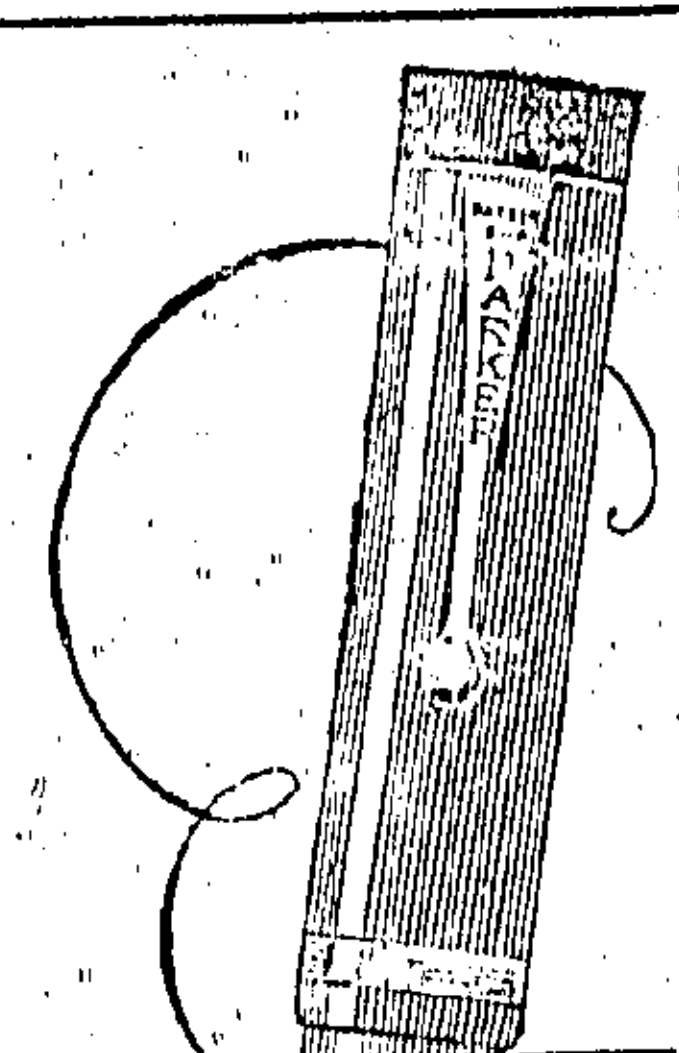
A prosecution in London with regard to a missing word competition resulted in a fine for the promoters. The missing word, as supplied by church bazaar promoters, is "Bunk."

The return of ladies to Wuhu, Hankow and Kiukiang is the only return they have ever been known to make, says the hard bitten benedict.

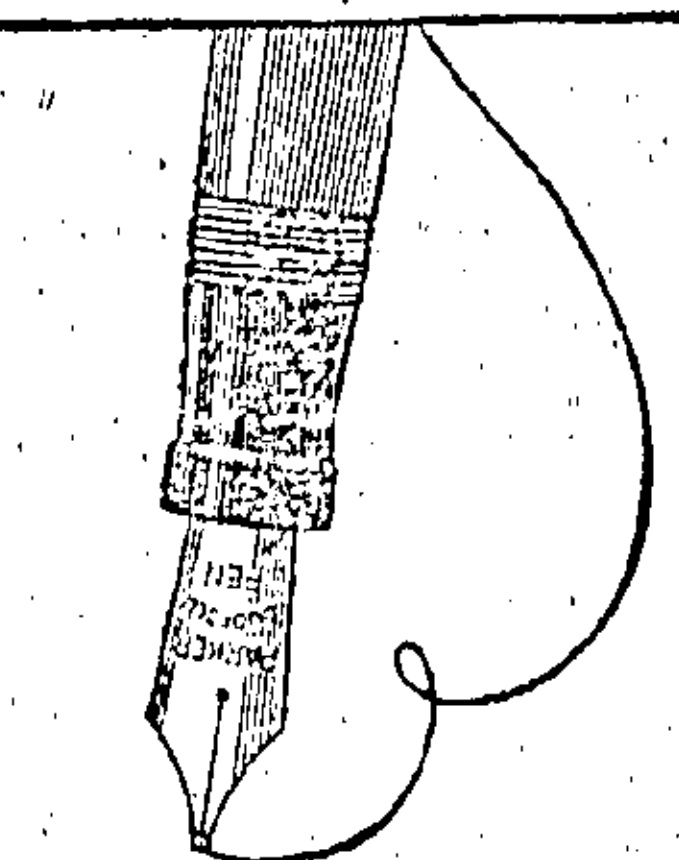
Co-operation between Britain and America in the matter of Tientsin is announced. The name of the anaesthetic is not named.

Some of these bathing boosters apply illustrate the saying that "a little imagination is more dangerous than a little learning."

It is distressing to learn that Britain has placed a ban on French cher(r)ies.



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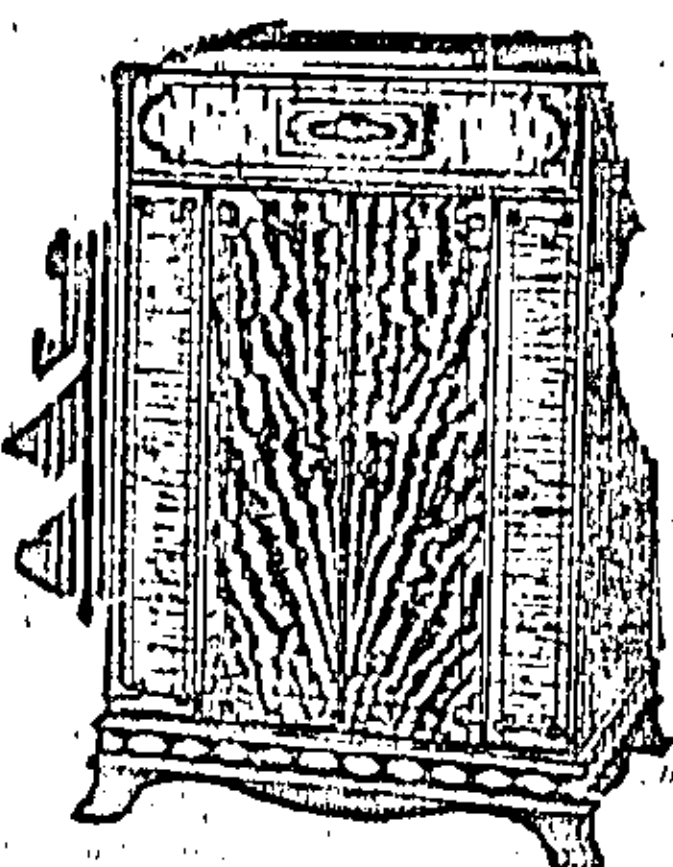
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ABOLISH RICSHAS.

SHANGHAI MOVEMENT IS
NOT POPULAR.

Shanghai, June 5.
An abolish-the-ricsha movement
has been started in Shanghai but
is meeting with small favour.
Members of the ricsha coolies'
union, as well as the foreign popu-
lation, are opposed to the plan.

"Abolish the ricsha and 40,000
coolies will starve," asserts Ho
Ming-yuen, president of the union.
It is claimed, however, that there
are enough industries in Shanghai
to absorb all of the ricsha coolies
if the absorptions were carried out
properly.

Opponents of the man-power ve-
hicle point out that the ricsha is a
slow means of transportation, con-
stitutes a serious traffic problem
and costs more than the street car
or motor bus. The life of the
average ricsha coolie, according
to local statistics, is 10 years.
Most coolies can pull a ricsha for
many miles without a halt, travel-
ling at a fast trot. They seemed
happier when going at their pace
than when walking.

A HYMN OF HATE.

SOVIET DABBLES IN MUSICAL
ABUSE.

Berlin, June 17.
Another anti-British "hymn of
hate" is being sung, this time in
Russia, according to the *Vossische
Zeitung*. Its nature is indicated
by the following brief excerpt:
"England, land of brainless kings,
England in purple or ironed top
hat, England with the iron-plated
belly of your bank safes, England
home of second-class murderers,
you are our deadly enemy. The
arms of the chimneys clench them-
selves into fists. Look out Eng-
land for solemnity, and terribly
sounds the command, "Fire."
—*Reuter*.

CONSERVATIVE WINS.

NARROW MARGIN IN
WESTBURY ELECTION.

London, June 17.
The result of the Westbury by-
election due to the death of the
sitting member was as follows:
Major Eric Long, Conservative,
10,523;
Mr. Harcourt Johnstone, Li-
beral, 10,474;
Mr. Ward, Labour, 5,396.—
—*Reuter*.

MEXICO MURDER.

AMERICAN EMBASSY SENDS
ANOTHER NOTE.

Mexico City, June 17.
The American Embassy has sent
a second note to the Foreign Office
urging the punishment of the mur-
der of Arthur Brewer, the for-
mer Harvard football star, who
was recently killed at Guadalajara
during a business disagreement.—
—*Reuter's American Service*.

RUBBER RESTRICTIONS.

GOVERNMENT NOT
CONTEMPLATING ABOLITION.

London, June 17.
In the House of Commons, re-
plying to Sir Frank Nelson, who
called attention to the heavy fall in
the price of raw rubber recently,
Mr. Amery said that His Majesty's
Government was not contempla-
ting the abolition of the Stevenson
restrictions.—*Reuter*.

MISSING FANS.

CHARGE AGAINST LOCAL
MERCHANT.

The case in which a Chinese,
Chan Yu-lam, fruit dealer, of 14
Newmarket Street, is charged with
being in possession of palm leaf
fans worth \$13,000, contained in
1,573 bales and 15 cases, knowing
them to have been stolen outside
the Colony, was continued before
Mr. R. E. Lindsell at the Central
Magistracy yesterday afternoon,
after being adjourned from Sat-
urday.

The fans were despatched from
the Sanwui district to firms in
Canton by junk, for distribution
to agents, but the fans did not
arrive in Canton and were subse-
quently found in the Wing On
godown, Hongkong.

Mr. C. C. Alabaster, K. C., in-
structed by Mr. Horace Lo is pro-
secuting, and the defence is being
conducted by Mr. Gordon Leask.

Yesterday afternoon evidence
was given as to the non-arrival of
the fans in Canton, and also with
regard to the arrest of the junk
master and his fold in Canton,
where they were tried in the Can-
ton court in connexion with the
larceny.

Mr. Alabaster said he proposed
to call the consignee to give evi-
dence as to the non-arrival, after
which the Court might pay a visit
to the Wing On godown to see the
bales and cases which were there,
and how the consignee's marks
had been obliterated.

The consignee, Ho Kwan-sin,
said he was the manager of the
Hau Kee and Pook Tai firms of
Canton, who carried on business
as shipping agents. He went on
to speak of receiving advices of
the despatch of the fans from
firms in the Sanwui district, and
said that they did not arrive in
Canton.

Canton Trial.

In reply to Mr. Alabaster wit-
ness said that he knew that two
men, Lau Chi and Chung Tai had
been arrested and tried in Can-
ton. The former, he said, was the
master of the junk which carried
the fans and the latter was a foki.
Witness gave evidence against
the men at Canton, when Lau
Chi admitted, in his defence, that
he brought the fans to Hongkong
and sold them.

Before the Court adjourned to
visit the godown, Mr. Alabaster
read a statement made by the
defendant, in which he said his
did not know the goods were sto-
len property. They were brought
to his shop for sale.

Mr. Leask said he had no ob-
jection to that statement. He
added that when the case was pre-
viously heard last Saturday, His
Worship had said he was not sat-
isfied that the prosecution had
made out their case.

Mr. Lindsell replied that since
then evidence as to proceedings in
Canton had been given, and he
now considered that there was
sufficient circumstantial evidence
for him to hold that there had
been a larceny outside the Colony.
The Court adjourned to visit
the godown.

Marks Obliterated.

On returning, Mr. Lindsell said
they would agree that the con-
signee's marks had been obliterated
from the cases and bales.

In outlining his defence, Mr.
Leask said on April 27th, a man
named Ho Yat-tso came to the
defendant and said a man named
Lei Wan-kee had received a con-
signment of fans for sale on
commission in Hongkong.

The defendant went to Yama-
ti typhoon shelter, where he saw
a junk on which the fans were
loaded. He noticed that the con-
signee's marks had been black-
ened, and on enquiry he was told
that the fans were originally in-
tended for Canton, but owing to
the market being poor they had
been sent to Hongkong.

He was satisfied with the ex-
planation, and it was agreed that

FLIES TO MACAO.

THE GOVERNOR PAYS A
COURTESY CALL.

His Excellency the Governor, Sir
Cecil Clementi flew to Macao in a
Naval seaplane yesterday and paid
a courtesy call on the Governor,
Senhor A. T. de Sousa Barbosa.
His Excellency boarded the Hermes
plane at the Kowloon Camber
about 9.30 yesterday morning, be-
ing accompanied by Capt. C. H.
Steele M.C., A.D.C., and his private
secretary, Capt. Forster.

The journey was accomplished
in about three quarters of an hour,
two other seaplanes from the
Fleet Air Arm acting as escorts.
His Excellency remained in Macao
throughout the afternoon return-
ing to Hongkong about 5.30 p.m.

A Hearty Reception.

(Our Own Correspondent).

Macao, June 17.

His Excellency the Governor of
Hongkong was received by the
Governor of Macao with a naval
Guard of Honour. A big crowd
of people witnessed the arrival of
the planes.

Sir Cecil Clementi toured the
city, later taking luncheon at
Government House and was feted
in other ways.

SACCO-VANZETTI CASE.

STRIKE AS PROTEST AGAINST
EXECUTION.

New York, June 17.
A message from South America
says that a twenty four hours
strike as a protest at the execution
of Sacco and Vanzetti, was carried
out in orderly fashion in certain
capitals. Most of the Buenos
Aires factories were closed and
only foodstuffs were unloaded
from steamers.

The Governor of Massachusetts,
in continuance of his investiga-
tion, interviewed jurymen at the
trial. One of them told the
Governor that he still believed
that either Sacco or Van-
zetti shot the man for which
they were condemned.—*Reuter's
American Service*.

THE FLYERS.

ORTEIG PRIZE FOR
LINDBERGH.

New York, June 17.
Mr. Raymond Orteig has hand-
ed to Lindbergh a cheque for
\$25,000, the prize for the
New York-Paris flight.—*Reuter's
American Service*.

he should receive five per cent. as
his commission, the shipper to pay
all other charges. Ho Yat-tso
suggested that the fans be placed
in the Wing On godown and this
suggestion was acted upon.

The defendant sold all the
bales except 100, which had been
sold, but delivery not taken. Two
of the cases were left in his shop
as samples, and the remainder 12
were left in the godown.

Defendant's Denial.

The defendant gave evidence in
which he corroborated Mr.
Leask's opening remarks, and de-
nied that he knew the fans had not
been come by honestly. Had he
known it, he said, he would not
have had anything to do with the
deal.

Mr. Alabaster put it to the de-
fendant that he knew the fans
were stolen, and that he nego-
tiated the deal with the idea of
making a good profit. This was
denied.

At the conclusion of the cross-
examination, His Worship remand-
ed the case until noon on Mon-
day, and ordered bail to remain
as before, security \$5,000 and
\$1,000 cash.

QUALITY

Come again this week-end
and enjoy yourselves.

To Entertain at the Cafe
Restaurant Parisien is
always a Happy Thought.

Fun, Food, Dancing, Music,
Good Wines,
..... n'everything

Remember the "APERITIF"
Musical Concert on Sunday
Morning from 10.30.

**CAFE
RESTAURANT PARISIEN**

IT'S QUALITY THAT COUNTS

CHOCOLATE COATED ICE CREAM BAR



Obtainable at:

ICE CREAM PAVILION,

96, Nathan Road,
Tel. K. 874

ICE CREAM KIOSK,

and from our boys on the Streets,
Tel. C.3456

Distributors:

FOREIGN PRODUCTS DISTRIBUTORS

"FORPRODIST"

China Building 1st Floor,
Tel. C.3888.

IT'S QUALITY THAT COUNTS

E. HING & CO.

SHIPBUILDING MATERIALS, SHIP CHANDLERS
HARDWARE MERCHANTS.

PHONE:— CENTRAL No. 1116.

{Wing Woo Street
{TEL. 52 Central

SALESMAN SAM

Accounted For

By Small

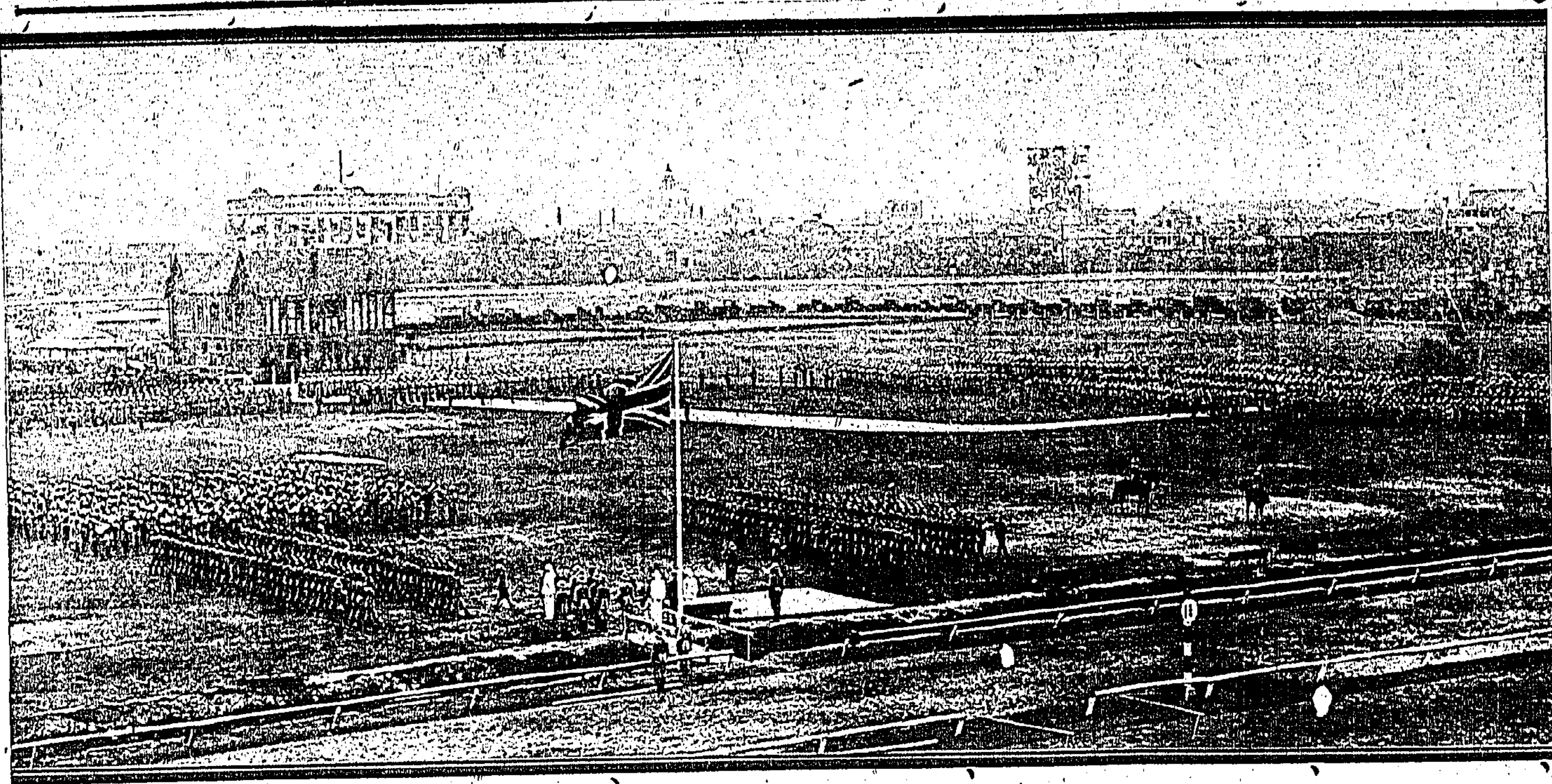
Teething troubles
Because SCOTT'S Emulsion
contains 44% of pure cod liver
oil and lime salts
for bone formation,
it prevents teething
troubles, rickets and
soft bones. Ask for
genuine
**SCOTT'S
EMULSION**

HELLO, SAM, WHERE'S
KONRAD KAKEETER?
HOW'S A KID?
YA LOOK O.K. TAKEN
ON WEIGHT, HAVEN'T
YA?
GUESS NOT! LET'S
WEIGH IN SOME
PLACE—

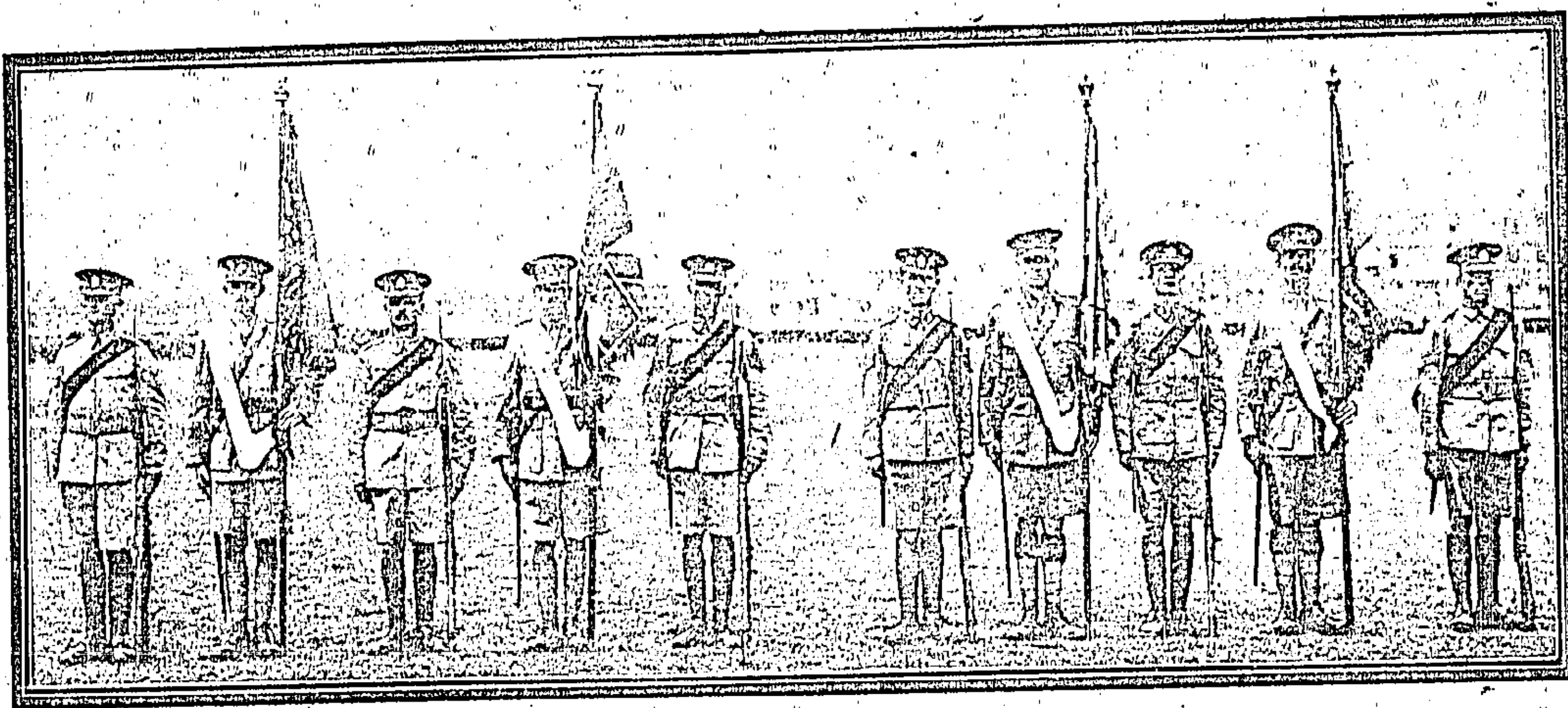
MERCY, I'VE LOST
SINCE TH' LAST
TIME I GOT
WEIGHED!
CORRECT WEIGHT
DAY OFF
NOT
WORKING

YEH? WELL,
I TIPPED TH'
BEAM AT 135
TH' LAST TIME!
SAM, YOU WEIGH 137!
I THOUGHT YOU LOOKED
STOUTER— YOU'VE
GAINED TWO
POUNDS!
THIS WEIGH
PLEASE
NOW
K.O.

OH, I CAN
ACCOUNT
FOR THAT,
KONRAD!
I'VE GOT ONE O' THOSE
TWO PANTS SUITS
ON!
NET BUILT
FOR
STRENGTH



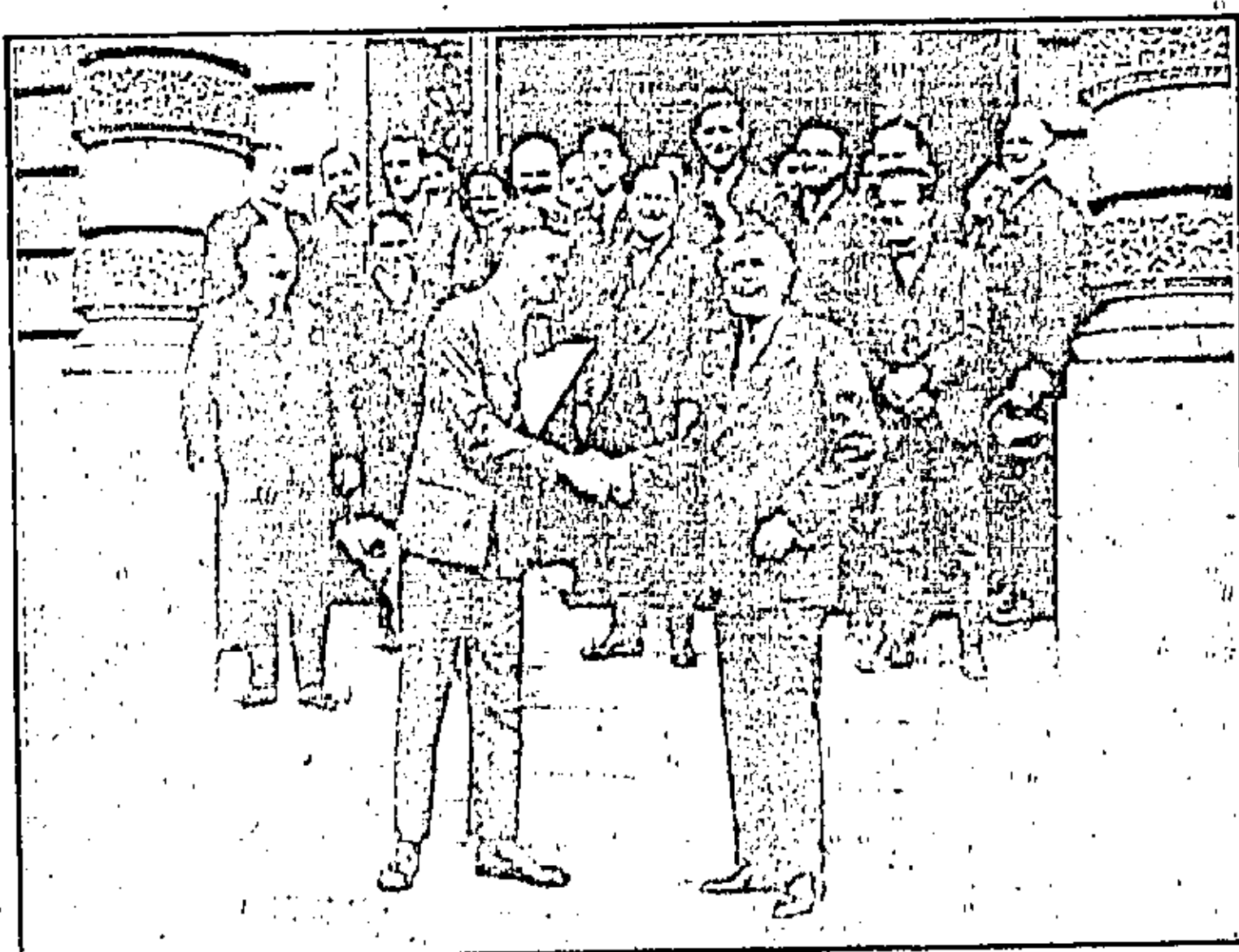
Almost a bird's-eye view of the dress rehearsal for the ceremony of Trooping the Colour. This parade, which was performed on the King's Birthday by the Coldstream Guards, and contingents from each Regiment present in Shanghai, was a brilliant display of military splendour. The scene witnessed on the Race Course was of an intensely impressive nature.



Colours of the two Battalions of the Border Regiment. The presence in one town of both battalions of a regiment is an event of rare occurrence, hence the special interest which attaches to the above picture, which was taken in the Recreation Ground, at Shanghai, at the dress rehearsal of the ceremony of Trooping the Colour.



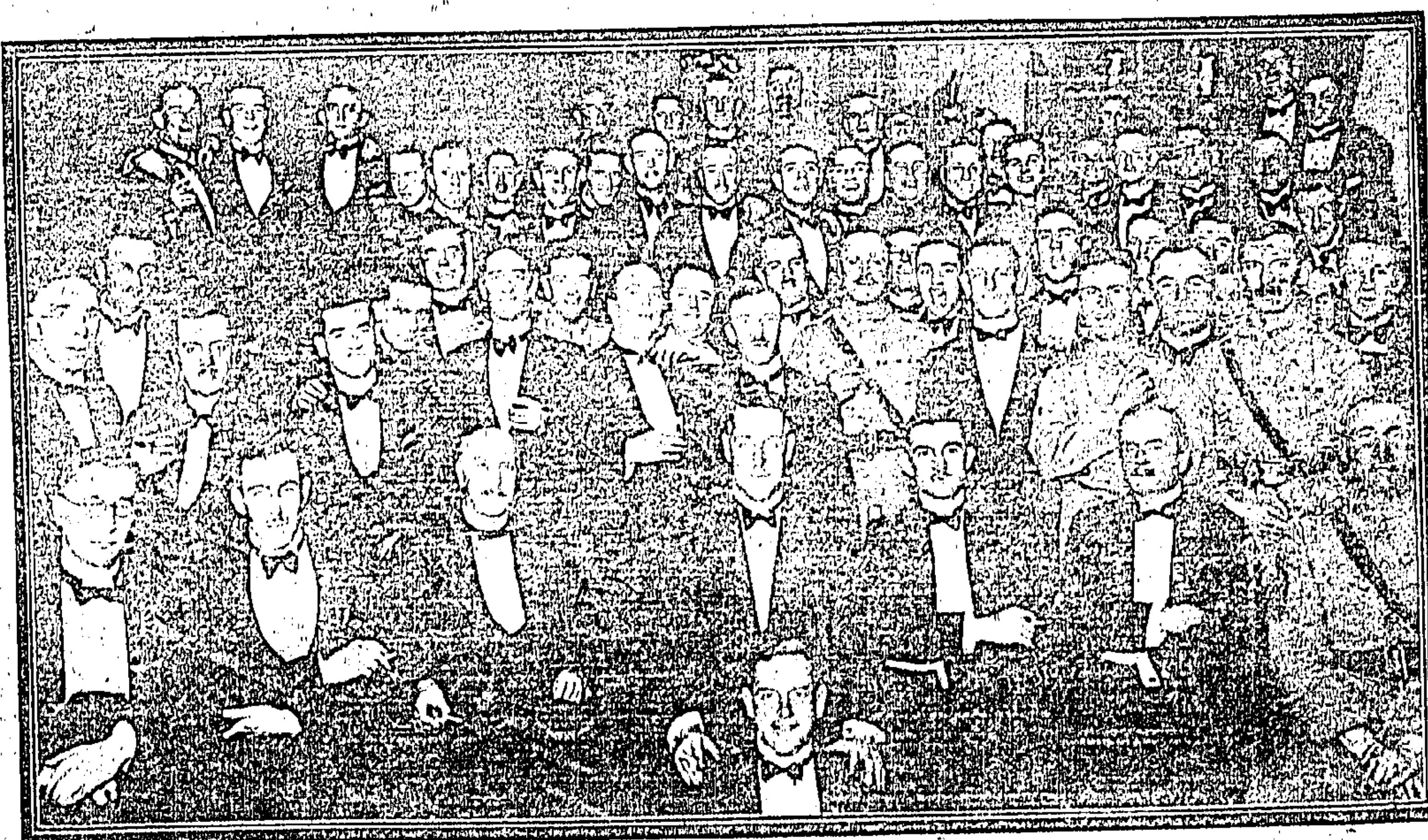
Capt. Lindbergh, the Atlantic flight hero, waving to the enthusiastic crowd assembled outside the U. S. Embassy in Paris. At his side is Mr. Myron Herriek, the American Ambassador in Paris.



Mr. Myron T. Herriek, the American Ambassador in Paris, congratulating Capt. Lindbergh, in the gardens of the U. S. Embassy.



Sir Miles Lampson and the British Consul General at Shanghai on the occasion of the public celebration of Empire Day.



Prior to his departure for home leave recently Captain H. Martin, D.S.O., O. C. of the Shanghai Scottish, was given a farewell party by members of the company. A most enjoyable time was spent, the Jazz Band of the Coldstream Guards adding to the pleasure of the evening.



Firearms found at Soviet House—the raided head quarters of Arcos, Ltd., and of the Russian Trade delegation. It is stated that they were out of date.

It's sure to rain again!



Get a
"MACNOVA"

Light weight, intensely strong, thoroughly well made and guaranteed water proof ... \$35.00.

Heavier weight Coats that will turn a Typhoon downpour ... \$40.00, \$45.00.

Strong Umbrellas English made on whole sticks with Fox's frames from ... \$7.50.

We Allow 10% Discount for Cash

MACKINTOSH

& Co., Ltd.

MEN'S WEAR SPECIALISTS

Alexandra Building.

Des Voeux Road.

Choose Glaxo for
your Baby

Your Baby's future health depends on your choice of his food. You must choose the food you know is best, for you dare not endanger your Baby's progress by experimenting.

Be guided by the experience of the great number of doctors, nurses and mothers who choose rightly by choosing the best food they know—Glaxo.

Choose Glaxo for your Baby now! And be free for ever from any anxiety as to Baby's steady progress towards healthy, strong-limbed, merry-hearted childhood! Ask your Doctor!

Glaxo

The Vitamin Milk-Food

"Builds Bonnie Babies"

When Baby is
6 months old

or when he cuts his first tooth, add a little Glaxo Malted Food to his Glaxo. This will provide the best means of accustoming Baby, gradually and naturally to taking more solid food. Obtainable where you buy Glaxo.



Sole Agents:—

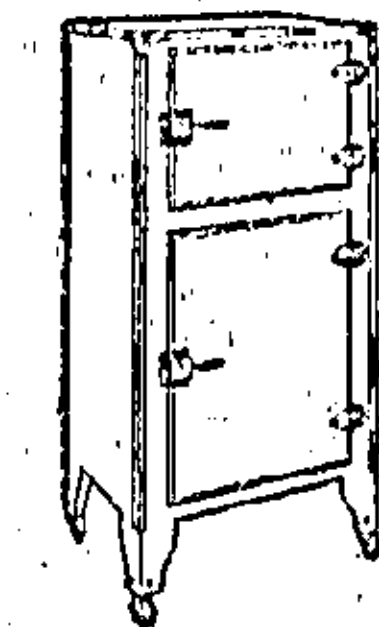
W. R. LOXLEY & Co.

WHITEAWAYS

THE "ICYCOOL"
S.M.P. REFRIGERATOR

No. 1
43 1/2 ins. high.
23 " wide.
16 1/2 " deep.

PRICE
\$125.00



No. 2
51 ins. high.
27 " wide.
19 1/2 " deep.

PRICE
\$175.00

All Metal, White Enamelled
AN S.M.P. METAL REFRIGERATOR
PROPERLY ICED

will keep the inside temperature between 40 and 50 degrees Fahrenheit, at which temperature food keeps fresh, sweet and wholesome.

WHITEAWAY, LAIDLAW & COMPANY, LIMITED.
HONGKONG.

A Profitable Investment.

Judicious Advertising is one of the most profitable investments associated with successful Business Enterprise.

Advertise in

The Hongkong Telegraph.

and secure the co-operation of its readers in buying your goods.

Prepaid Advertisements

25 WORDS FOR \$1.00 (\$1.50 if not prepaid)

The following replies are awaiting collection:

1392, 1342, 1397, 1441, 1444, 1456, 1462, 1453, 1512, 1516, 5, 26, 32, 38, 72, 80, 88, 101, 102, 161, 168, 174, 191, 194, 208, 216, 226

WANTED.

WANTED—Pathe Baby Camera, Second-hand, but must be in good condition. Apply Lieut. T. Knox H.M.S. "Vindictive."

WANTED—A STENO-TYPIST apply stating experience and salary required to Caldwell, Macgregor and Co., Ltd.

PREMISES TO LET.

TO LET—One European FLAT Wanchai Gap Road, Hongkong. Apply to 82, Kennedy Road.

TO LET—Office Rooms, 2nd Floor, New Hongkong Bank Building, Apply Sang Kee, same building.

TO LET—FLATS on the Shamen with all modern conveniences. Apply E. R. Mogra, 25, British Concession, Shamen.

TO LET—From 1st June, furnished flat at Mount Kailat, No. 196, The Peak. Apply Property Office, Jardine, Matheson & Co., Ltd.

COMMODOUS OFFICES to let in No. 7, Queen's Road Central; also two small offices in 1A, Chater Road. Apply E. D. Sassoon and Company, Ltd.

TO LET—end of October, five roomed unfurnished house on the Peak. Recently renovated. Rent Moderate. Apply Box No. 225, care of "Hongkong Telegraph."

FLATS also ROOMS, single, double, furnished or unfurnished, mid-level or Kowloon, excellent locations. Partial service, if required. Small Investors. Tel. C.4680.

TO LET—European Flat, 29A, Kennedy Road, 4 rooms 2 bathrooms servants quarters. Apply Telephone C.647, or Thornhill Aerated Water Factory, 154, Praya East.

TO LET—SHIPPING OFFICES in Connaught Road Central, Nos. 18, 19, 20, Ground Floors; Nos. 18, 17 & 18, First Floor; No. 18, Second Floor. Please apply S. K. Trust Ltd., 29, Connaught Road, Central.

TO BE LET—Furnished from 1st July, Forebank West, Magazine Gap, The Peak, six rooms, four bathrooms, Modern Sanitation, Private Garage. Apply F. M. Crawford, care of Lane, Crawford, Ltd.



J. Ullmann & Co. Agents.

NEW ADVERTISEMENTS.

HONGKONG JOCKEY CLUB.

Subscription Griffiths, 1928.

Subscribers to the above are notified that the estimated cost has been reduced by fifty dollars per pony. Any further requirements should be forwarded to the Secretary immediately.

By Order,

C. B. BROWN, Secretary.

NOTICE.

CHANGE OF ADDRESS.

CHINA PROVIDENT LOAN AND MORTGAGE CO., LTD.

The Public is hereby notified that on and after MONDAY, 20th June, 1927, the offices of the above Company will be situated on the 6th Floor of

PEDDER BUILDING, PEDDER STREET.

Telephone No. Central 2492.

By Order

of the Board,

D. L. KING,

Hongkong June 18, 1927.

CHINA COATS OFFICERS' GUILD

And

MARINE ENGINEERS' GUILD OF CHINA HONGKONG BRANCHES.

Members are informed that a COMBINED MEETING will be held at the Guilds' Offices, 67 Des Voeux Road, Central (entrance in Pottinger Street) on Sunday 19th June, 1927, at 10.30 a.m. at which every member in port is requested to be present.

Business as per Circulars.

W. J. STOKES,

Hongkong June 18, 1927.

CHURCH NOTICES.

St. John's Cathedral, Hongkong, June 19th, 1927. 1st Sunday after Trinity. Holy Communion, 8 a.m. Children's Service, 10 a.m. Matins, 11 a.m. Preacher: Rev. A. D. Stewart. Holy Communion, 12 noon. Evensong, 6 p.m. Preacher: Rev. W. R. Cannel. Thursday 23rd, Holy Communion, 7.45 a.m. Friday 24th Nativity of St. John Baptist. Holy Communion 7.45 a.m.

First Church of Christ Scientist, Macdonnell Road, below Bowen Road Tram Station. Sunday Service, 11.15 a.m. Subject: "Is the Universe, Including Man, evolve by Atomic Force?" Wednesday Evening Meeting at 5.30 p.m. Reading Room at above address, open: Tuesday and Friday, 10 a.m. to 12 noon. Monday and Thursday, 5 to 7 p.m. The Public is cordially invited to attend the services and visit the Reading Room.

ENJOYING LIFE.

A wise physician once observed that to enjoy life to the fullest one should "trust in Providence and avoid constipation." Pinkettes are a mild yet effective laxative, a simple aid to the achievement of this simple philosophy. Keep them at hand. They quickly

Pinkettes

banish bilious attacks and sick headaches, gently stimulate the liver, purify the breath, clear the skin, relieve Piles. Of chemists everywhere, or post free, 60 cents the vial, from The Dr. Williams' Medicine Co., 60 Kiangse Road, Shanghai.

PINKETTES KEEP YOU WELL.

CHINA AUCTION ROOMS.

4, Duddell Street.

If you have anything you would like to sell, exchange or advertise send it to the CHINA AUCTION ROOM.

E. V. M. R. de SOUSA.

HONGKONG JOCKEY CLUB.

SUBSCRIPTION GRIFFINS.

The date for closing the list of subscribers to the above has been postponed to Thursday, 23rd June, 1927, at 5 p.m.

By Order,

C. B. BROWN, Secretary.

HONGKONG JOCKEY CLUB.

The Fifth Extra Race Meeting will be held (weather permitting) at Happy Valley on Saturday, 25th June, 1927, commencing at 3.15 p.m.

The first bell will be rung at 2.45 p.m.

The charge for admission to the Public Enclosure will be \$1. for all persons including Ladies. Soldiers and Sailors in uniform half price.

Members are advised that they must show their Badges to obtain admission to the Members' Enclosure.

Each member has the right to introduce 2 non-members to the Members' Enclosure, tickets for whom can be obtained from Messrs. Linstead & Davis at \$5 each up to Friday 24th June, 1927.

The charge for admission for Ladies to the Members' Enclosure will be \$2. Each member can obtain, upon application to the Secretary, Badges for admission of 2 Ladies free of charge.

KOWLOON-CANTON RAILWAY.

(British Section.)

NOTICE.

The Public is hereby notified of a CHANGE IN THE TRAIN SERVICE commencing 20th instant.

The following Expresses will also run between Kowloon and Canton:

Up Trains.

Kowloon dep. 8.40 a.m.
Kowloon dep. 3.00 p.m.
Arriving Canton 11.50 a.m.
Arriving Canton 6.47 a.m.

Down Trains.

Canton dep. 8.05 a.m.
Canton dep. 3.20 p.m.
Arriving Kowloon 11.49 a.m.
Arriving Kowloon 7.04 p.m.

Single Fares.

1st Class \$5.00
2nd Class \$2.00
3rd Class \$1.00

For further particulars, please see Time Tables.

G. A. WALKER,

Manager.

Kowloon, 17th June, 1927.

IN THE SUPREME COURT OF HONGKONG.

COMPANIES WINDING UP NO. 3 OF 1926.

In the Matter of the Companies Ordinances 1911-1925, and

THE RUSSO-ASIATIC BANK. NOTICE OF DIVIDEND.

NOTICE IS HEREBY GIVEN that it is intended to declare a first and final dividend in the above matter, and Creditors, who have not already done so, are required on or before the 20th day of July, 1927, to send their names and addresses, and the particulars of their debts or claims and the names and addresses of their Solicitors, if any, to the Official Receiver, Supreme Court, the Liquidator in this matter, and are also required by their Solicitors or personally to come in and prove their debts or claims at the Office of the Official Receiver, Supreme Court, between the hours of 10 a.m. and 4 p.m. or in default thereof they will be excluded from the benefit of any distribution made before such debts are proved.

Dated this 17th day of June, 1927.

JOHN FLEMING, C.A., Special Manager,

c/o. Lowe, Bingham & Matthews, 3, Queen's Road Central, Chartered Bank Building.

PACKING

We carry out every description of packing goods for overseas transport. Terms reasonable.

KIMOTO & CO.

42, Wellington Street, Tels. C.609 and 3237.

LAMMERT'S AUCTIONS.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction,

on MONDAY,

the 20th June, 1927,

at 11 a.m.

at Godown No. 3, Lower.

The Hongkong & Kowloon Wharf & Godown Co., Ltd., Kowloon.

412 Cases Window and Plate Glass.

(Sizes:—24 x 12, 16 x 14, 15 x 13, 30 x 15, 28 x 14, 26 x 15, 24 x 16, 26 x 18, 30 x 20, 50 x 35, 60 x 40, 72 x 24, 8 x 6, 36 x 26, 41 x 30, 50 x 18, 20 x 14 and 30 x 22")

Terms:—Cash on Delivery.

LAMMERT BROS., Auctioneers.

PUBLIC AUCTION.

The Undersigned have received instructions from the Manager of The Asiatic Trading Corporation, Ltd., to sell by Public Auction,

on WEDNESDAY,

the 22nd June, 1927,

commencing at 10.30 a.m.

At his Office, York Buildings, Chater Road.

A Quantity of Office Requisites, comprising:—

Teak Desks, Teak Office Chairs, Teak Typewriter Table, Teak Showcases, Teak Filing Cabinets, Tables, Stands, Clock, Ceiling Fan, Table Fans, Electric Fittings, Wooden Partition, etc., etc.

also

One Steel Filing Cabinet.

One Remington Typewriter.

One Copying Press.

and

One Herring Hall Marvin Safe.

Catalogues will be issued.

On View from Tuesday, the 21st June, 1927.

LAMMERT BROS., Auctioneers.

PUBLIC AUCTION.

The Undersigned have received instructions from Mrs. W. Shewan, to sell by Public Auction,

on WEDNESDAY,

the 22nd June, 1927,

commencing at 2.30 p.m.

At her residence, Westbourne Villa (West) No. 86, Bonham Road, opposite King's College.

A Quantity of Valuable Household Furniture.

comprising:—

Teak Hatstand, Teak Bookcases, Chesterfield Couch, Armchairs, Carpets, Rugs, Brass Fenders, Pictures, Engravings, etc., etc.

Teak Extension Dining Table, Dining Chairs, Teak Sideboard, Dinner Wagon, Glass Cabinet, Teak Desk, Electric Plated Ware, Hand painted Dessert Set, Crockery, Glass Ware, etc., etc.

Teak Bedsteads, Teak Wardrobe with Bevelled Mirror Door, Teak Chest of Drawers, Teak Dressing Table, Box Couch, etc., etc.

also

A Fine Selection of Canton Blackwood Ware.

comprising:—

Beautifully Carved Desks, Jardinières, Marble Top Table, Curio Stands, Opium Stools, Carved Chairs, etc., etc.

and

Two Enamelled Baths.

Catalogues will be issued.

On View from Monday, 20th June, 1927.

Terms:—Cash on Delivery.

N.B. For information to intending Purchasers, the University Buses pass the House, stop at King's College.

LAMMERT BROS., Auctioneers.

ROOF SAFELY

and avoid endless

cost and trouble

by using

"ITALIT"

The Perfect Asbestos-Cement Roofing

STOCKS CARRIED

in Grey & Red Colours.

SHEWAN TOMES & Co.

SOLE AGENTS.

For your floor—furniture—and every domestic article requiring a stained and varnished finish

"Wilheyela"

Oil Varnish Stains

IN

Oaks—Walnut

Mahogany—Satinwood

Rosewood—Ebony Black

Can be applied by anyone. Always reliable, never sticky. Non-poisonous and Durable.

AGENTS:—

S. C. LAY & CO.

Alexandra Building.

Telephone C. 763.

Wilkinson, Heywood & Clark

SHANGHAI.

HONGKONG.

POST OFFICE NOTICE

RADIO NOTICES.

Radio Telegraph Services are now in operation between Hongkong and the following places:—French Indo-China, province of Yunnan, Canton, Swatow, Kongmoon, Macau, Kwongchow, Fort Bayard, Wuchow, and Hoihow. Rates and further particulars on application to the Radio Counter, 1st Floor, G. P. O. Building.

During the interruption of the Hongkong-Macau cable service the Macau Radio Station will remain open for the exchange of telegrams with Hongkong from 8 a.m. to 10 p.m. The Hongkong Station is always open and messages are accepted at any time throughout the 24 hours.

NOTICE.

The parcels post service to Russia in Asia via Japan is temporarily suspended.

Registered and Parcel Mails are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 8 p.m. on the previous day.

Outable articles forwarded by letter post to Great Britain are liable to confiscation by the Customs. Such articles should be forwarded by parcel post only.

Letters and postcards only for the United Kingdom and Europe will be forwarded via Siberia if so superscribed.

Parcels post service between Hongkong and Ports of the Yangtze West of Hankow is temporarily suspended.

INWARD MAILS.

From	Per	Date.
Shanghai and Europe via Siberia	Suwa Maru	June 18.
Shanghai	Sunning	June 18.
Manila	Pres. Taft	June 19.
Suez and Straits	Egypt	June 18.
Manila	Emp. of Russia	June 20.
Straits	Takliwa	June 20.
U.S.A., Honolulu, Japan and Shanghai	Prss. Wilson	June 20.
Japan and Shanghai	Angers	June 21.
Saigon	Sphinx	June 21.
Suez and Straits	Patroclus	June 22.
Straits	Holonus	June 22.
Shanghai	Nantua	June 22.
Canada, U.S.A., Japan and Shanghai	Empress of Asia	June 27.

OUTWARD MAILS.

For	Per	Date.
Haiphong	Taihing	Sat., June 18, 4 p.m.
Sam Shui and Wuchow	Tai Hing	Sat., June 18, 4 p.m.
Amoy	Antung	Sat., June 18, 5 p.m.
Haiphong	Confucius	Sat., June 18, 5 p.m.
*Swatow and Bangkok	Kwangchow Sun	June 19, 8.30 a.m.
Swatow, Amoy and Formosa	Hozan Maru	June 19, 9 a.m.
Shanghai	Sinkiang	June 19, 9 a.m.
Swatow	Luchow	Mon., June 20, 12.30 p.m.
Straits	Thesus	Mon., June 20, 1.30 p.m.
Shanghai, Japan, Honolulu, *San Francisco and Europe via Siberia	President Taft	Mon., June 20, 3 p.m.
	Parcels	Registration 4.15 p.m.
	Letters	Registration 5 p.m.
	(Due San Francisco 14th July.)	
Manila	Pres. Wilson	Mon., June 20, 5 p.m.
Hoihow, Pakhoi and Haiphong	Takky Maru	Tues., June 21, 8.30 a.m.
Haiphong	Hulchow	Tues., June 21, 9.30 a.m.
Swatow, Amoy and Foochow	Haining	Tues., June 21, 1 p.m.
Shanghai, Japan and Europe via Siberia	Sphinx	Tues., June 21, 1.30 p.m.
Saigon, Ceylon, India, Mauritius, E. and S. Africa, Aden, Egypt and Europe via Marseilles	Angers	Tues., June 21, 2.30 p.m.
	Registration	1.45 p.m.
	Letters	2.30 p.m.
	(Due Marseilles 22nd July.)	
Weihaiwei	Chinkiang	Tues., June 21, 5 p.m.
Amoy	Sunning	Tues., June 21, 5 p.m.
Shanghai, Japan, Canada, U.S.A., C. & S. America, Europe via Vancouver, B.C. and Europe via Siberia	Empress of Russia	Wed., June 22, 3.30 a.m.
	Parcels	Registration 21st 5 p.m.
	Letters	Registration 21st 5 p.m.
	(Due Vancouver, B.C., 10th July.)	

Manila, Australia and New Zealand via Thursday Island

Tango Maru Wed., June 23, 8.45 a.m.

Registration 9.30 a.m.

Letters 9.30 a.m.

(Due Thursday Island 4th July.)

Swatow, Amoy and Formosa Monado Maru Wed., June 22, 9 a.m.

CHOOSE YOUR PLUMBER AS YOU WOULD YOUR PHYSICIAN

Ask your best friend who his physician is. He no doubt can tell you immediately the name address and telephone number of the one chosen to guard the health of his family.

Plumbers are as necessary in safeguarding the health of your family as physicians, and your plumber should be selected with the same care.

You should know whom to call when you plumbing needs attention. You should be on intimate terms with your chosen plumber since he is the physician who will cure the ills of your sewerage, gas and water systems.

A neglected leak in your plumbing may seriously impair the health of some one of your family.

Do not delay, therefore, but secure expert advice which our Plumbing Department will be glad to give free of charge.

DODWELL & Co., Ltd.

Telephone Central 1030.

FLANNELS Cleaned quickly by special method

Our method of cleaning flannels renders them soft and fleecy and of clean bright colour—practically like new. All orders are returned promptly, and the charge is only 50 cents per pair for trousers; other articles at equally modest prices. Write for Price List describing our Service.

SUN HOW WAH & CO.
DYERS & DRY CLEANERS

75 Queen's Road Central and 232 Des Voeux Road.



YOU'RE SURE TO BACK A WINNER

If you send your clothes to us for dry-cleaning or dyeing. We specialise in renovating and pressing garments. **TRY US JUST ONCE!**

The International Dry-Cleaning and Dyeing Co.
18, Wyndham Street, Hongkong. 35, Nathan Road, Kowloon.

Business Hours:
Monday to Friday from 8 a.m. to 7 p.m.
Saturday from 8 a.m. to 5 p.m.
Sunday from 8 a.m. to 12 noon.

CASSELLS CHANGES HANDS.

ROMANCE OF A GREAT PUBLISHING HOUSE.

An interesting literary event is the purchase of the famous publishing house of Cassells by Mr. Newman Flower who has been associated with the firm for 21 years.

As Sir William and Mr. J. Gomer Berry have sold all their ordinary shares, and as the preference share capital is about to be redeemed, Mr. Flower therefore becomes owner of all the shares in the company.

Mr. Newman Flower, under whose literary guidance the House of Cassell has prospered, is a Dorset man, and for many years has been an intimate friend of Mr. Thomas Hardy. Among the many congratulatory letters he has received on his purchase is one from the famous novelist.

John Cassell, founder of the firm, was a Manchester carpenter, who caught up in the temperance crusade in Lancashire. Early last century he walked to London and arrived with 7d. in his pocket.

He was the first person to sell tea in packets, and Cassell's tea became famous throughout England. Then he purchased a small printing machine to print his tea labels, and in the evening printed on it a small paper, *The Working Man's Friend*. Out of that tea campaign sprang the famous publishing house.

Many famous men have passed through Cassells. Henry was there. Oscar Wilde edited one of Cassell's magazines, and used to write verses on the backs of his salary cheques about the smallness of the amount he received.

Stevenson and Rider Haggard.

Stevenson walked into Cassell's one day and put down the MS. of "Treasure Island," then called "The Sea Cook." For months after the story had been accepted he could not be found. Then he suddenly appeared and inquired for his manuscript.

When told that the book would be published and he would get £100 advance royalties for it, his delight was unbounded.

"A hundred jingling, tingling, golden-minted quids," he wrote to his people. "It not this wonderful?"

When "Treasure Island" appeared Rider Haggard bet his brother 5s. that he could write a better book. He wrote "King Solomon's Mines" in the train going to and from between London and Norwich, and left the MS. at Cassell's.

He was told that the firm would give him £100 for the copyright, and he accepted. The editor went away to get a form for Haggard to fill up, when an old clerk looked up and said:—"If I were you, Mr. Haggard, I would take the royalty."

When the editor returned, Rider Haggard announced that he had changed his mind. That remark of the clerk cost Cassell's in the neighbourhood of £10,000.

Henley and Wilde quarrel.

When Oscar Wilde joined Cassell's, Henley was very anxious to meet this clever, young man, and asked a Cassell director to arrange a meeting. The director gave a little dinner at his house at St. John's Wood. Henley took an instant dislike to Wilde, and, with his accustomed bluntness, was very rude across the table. The argument became heated and went on till two in the morning, when the host, tired of it all, put them both into a hansom and sent them home.

Next morning he met Wilde coming up the stairs at Cassell's

LONDON'S "HOME OF NATIONS."

FOR LONELY WOMEN OF INDIA AND THE EAST.

The present upheavals in China have probably been discussed more in an unpretentious tenement in King Edward's road, Hackney, E., than anywhere else in London outside the Foreign Office.

This is the East London "Home of Nations," run for the London City Mission by Mr. and Mrs. William Fletcher, two ex-missionaries.

They take care of all the lonely women of the Orient who are travelling through Britain.

Nearly all of them are Eastern nurses from China, India, Burma, Federated Malay States and Siam. Sixteen of them were there during last week, when a reporter called on Mr. Fletcher, all gossiping in Ceylonese, Hindu, Siamese, Burmese, Tamil, Cantonese and other tongues.

Fortunately Mr. Fletcher knows a few languages such as Urdu, Marathi, Hindi and Malay, in addition, as he put it, "to a little English," so they are not lost for words.

A hundred of these Ayahs and Amahs (Indian and Chinese nurses) have been cared for at the "Home of Nations" this year, and the troubles in China have meant an increasing number of Chinese women at the home.

"The youngest is about 18 and the oldest 65," said Mr. Fletcher, "and in case anyone thinks these foreign nurses are cheap labour I can assure you are not. They get £5 a month and all found on contract when they leave their country, generally getting the money down beforehand, and leaving it behind."

Cooking Problems.

"Many of these travelling nurses for British families have made the journey backwards and forwards across the world a score of times.

"Having made their pilot they retire. We had one here the other day who had been here 26 times."

The cooking problems in this unique home—it is the only one of its kind in the United Kingdom—are solved by Mrs. Fletcher, who knows all about the intricacies of caste, religion and diet. The Amah mostly lives on rice curry and pork. Beef is taboo.

"My wife understands it all, from curried eggs to watercress soup," said Mr. Fletcher.

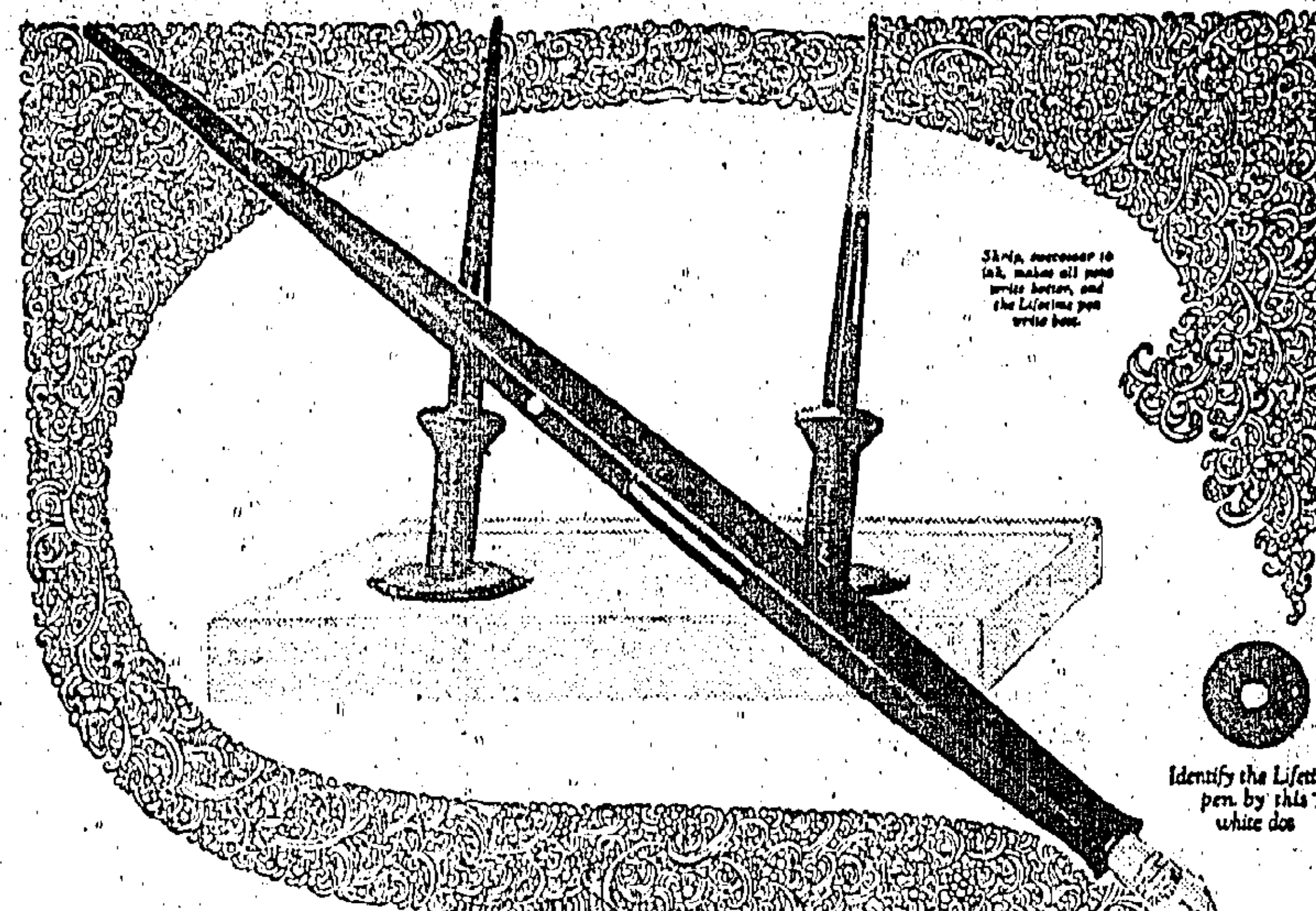
"When they go out to see London, as they can do before dark, they form themselves into little companies and go about on their own. A few of them can say a few words of English, and so do their own shopping."

Mr. and Mrs. Fletcher are known to them as "Fader" and "Mudder."

and asked him how the argument concluded. "Well," said Wilde, "Henley and I finished it over the kidneys and bacon just half an hour ago."

Parrar, author of the famous "Life of Christ," was a poor curate when a director of Cassell's, wandering from church to church in search of a preacher who got the personality of Christ into his persons, heard him preach. The director went to the vestry after the service and offered the astonished curate £500 to go to the Holy Land and write a Life of Christ. The book that resulted sold over a million copies.

All the early Barrie novels came out from Cassell's and Mr. Newman Flower has brought in Arnold Bennett, H. G. Wells, Sheila Kaye-Smith, Compton Mackenzie, H. A. Vachell, Ethel M. Dell, Hugh Walpole, and discovered many young writers like Ernest Raymond and Olive Wadsway.



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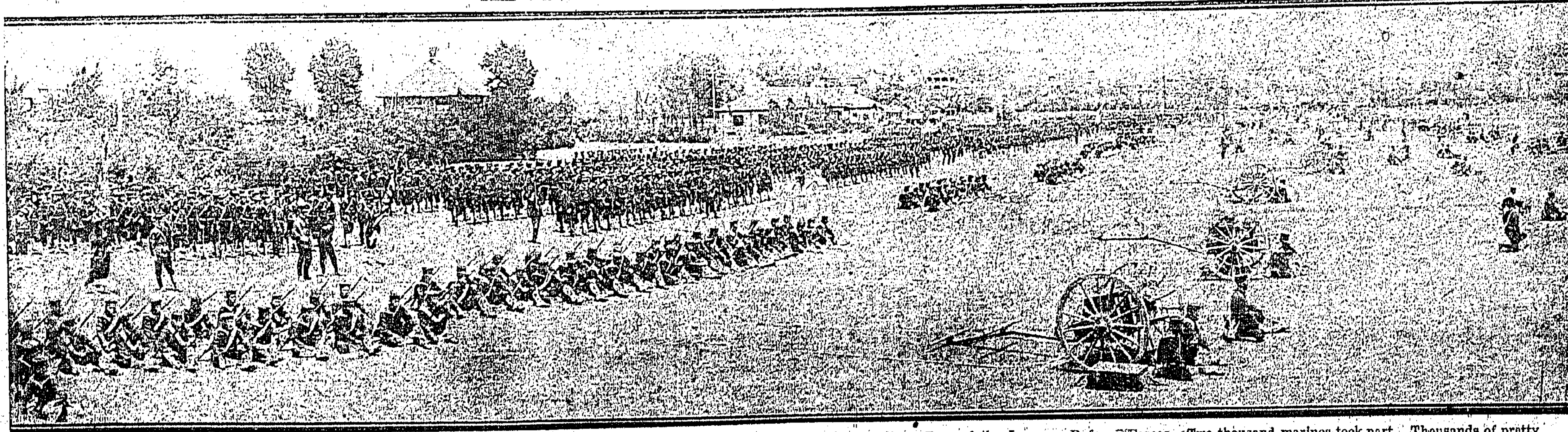
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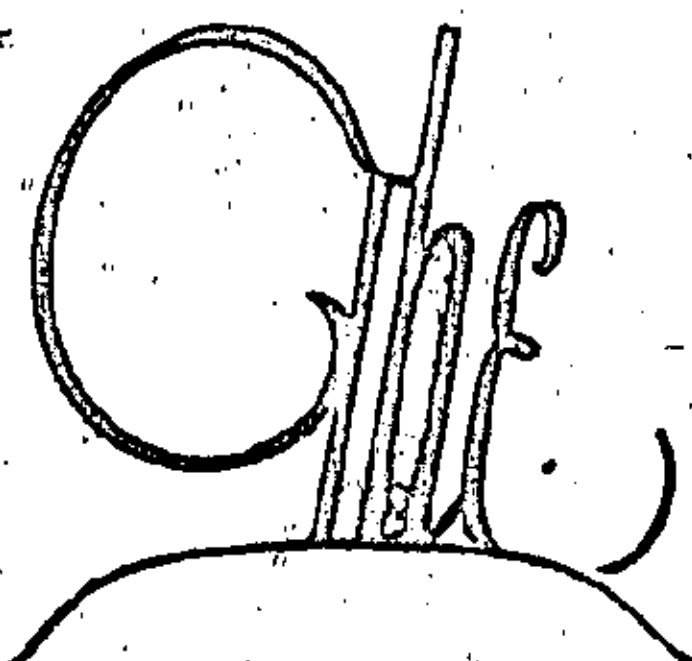
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NEW CLYDE BRIDGE.

\$1,000,000 SCHEME
ANNOUNCED.

The inquiry into the Provisional
Order promoted by Glasgow Cor-
poration was resumed in the
Justiciary Buildings, Jail Square,
in mail week. Among the powers
sought by the promoters are sanc-
tions to erect a bridge over the
River Clyde at Finnieston, at an
estimated cost of \$1,000,000; to
construct tramways and other
works; to borrow money for the
redemption of irredeemable stock,
gas and water annuities, and
waterworks funded debt; to manu-
facture motor buses; and to intro-
duce the humane method of cattle-
killing at the city slaughter-
houses.

The Commissioners were
Viscount Novar, Lord Belhaven,
Mr. Ian Macintyre, M.P., and Mr.
W. McLean Watson, M.P.

Mr. A. Morris Mackay, K.C.,
and Mr. G. Montgomery, advocate,
appeared for the Corporation;
Sheriff Wark, K.C., and Mr. D. R.
Scott, advocate, for the motor
manufacturing and trading in-
terests; Mr. James Macdonald,
K.C., and Mr. J. G. Burns,
advocate, for the National Union
of Distributive and Allied
Workers; Mr. Macgregor Mitchell,
K.C., for the Glasgow United
Fishers' Society; and Mr. J.
Stevenson, advocate, representing
the Glasgow Sailors' Home.

Harbour Tunnel.

Thomas Somers, master of
works, stated on behalf of the
Corporation that the four ferries
west of the new bridge cost the
community \$36,000 per annum. A
proportion of that, amounting to
£12,000, would be saved by the
elimination of one of the
ferries, and by the elimina-
tion of the Harbour Tunnel
they would save £16,000 a year—
making a total saving of £28,000
by substituting the new bridge.
That would go a long way to pay-
ing the debt charges. He regard-
ed the bridge as eminently suitable
as regards site. He had chosen
the site, having in view the
general trend of the traffic, and
looking to the development of
Glasgow, which was, generally
speaking, westwards. Detailing
the estimated cost, witness stated
that the new bridge would be
£265,000, the approaches £465,000,
street widening £17,000, lands and
compensation £252,000—making
substantially about £1,000,000.

Referring to additional borrow-
ing powers, required for exten-
sions to sewage works, Mr.
Somers said that new filters at
Dalmarnock would cost about
£2,500; while the modernisation
of the sewage works further east
on the River Clyde, owned jointly
by the Corporation of Glasgow and
the County Council of Lanark-
shire, would cost about £14,500.
Extensions at Shieldhall were
estimated to cost £30,000, and the
provision of a new sludge boat and
port extension at Dalmuir would
cost over £100,000. The total sum
required for sewage purposes was
about £150,000.

Compensation.

Dealing with the compensation
which it was proposed to pay the
Sailors' Home, Mr. Somers said
that the Corporation undertook to
build a new home at a cost of
£8,000. That did not include the
cost of removal and furnishings,
which would bring the Corpora-
tion liability to between £9,000 to
£10,000. They did not propose to
pay the price for a new site, which
might be from £1,200 to £1,400.
In his opinion, the Corporation
was making very adequate com-
pensation to the Sailors' Home for
the loss to which it was going to
be put.

Mr. James Stevenson, advocate,
counsel for the Sailors' Home,
pointed out that the Home had
occupied the present site free of
charge for 46 years, and the pros-
pects were that they would enjoy
that privilege for long years to
come. His point of view was
that the Home were going to be
put to a loss of £1,000 to £2,000
by the building of the bridge, and
the Corporation ought to com-
pensate them.

Mr. Somers contended that as
the Corporation were already
paying the Clyde Navigation
Trustees for the site, to com-
pensate the Sailors' Home would be
duplicating payment. He pointed
out that it was open to-morrow to
the Trustees, if they so desired, to
have the Home removed.

The position of the Home was
explained by George Service,
chairman of directors, who stated
that any capital expenditure
required in connexion with the
Home had always in the past been
found by public subscriptions
from persons not only interested
in shipping, but also in commerce
and in the general welfare of
seamen. No part of the profits
made in connexion with the Home
and restaurant were distributable
in the way of dividend. The
position now was that the erection
of this new bridge would entail
on this charitable institution an
expenditure which would be
equivalent to the price of a similar
piece of ground in close proximity

FOOCHOW COMBS.

THE HORN-COMB INDUSTRY
OF CHINA.

About 70 horn comb manufac-
turers are operating in Foochow,
with a total yearly output valued
at over a million dollars. The
combs are made from the horns
and hoofs of cattle exported from
Shanghai and Hongkong at about
\$22-\$25 a picul. The Shanghai
product, being larger in size,
fetches a higher market price.

The process of manufacture in-
volves a good deal of labour. To
begin with, the raw horns must be
first trimmed of the points and cut
into pieces, each measuring about
two or three inches, or about the
length of a comb. The hollowed
pieces are cut in two, and concave
or convex parts are made flat by
pressing them between heated iron
plates. In this way, the crude
bodies of the combs are formed.
On the flattened pieces of horn,
faint lines indicating the teeth of
the comb are marked out and after
repeated efforts of polishing and
retouching, the artisan finally cuts
the comb teeth by means of a
saw-toothed tool. After cutting,
the comb is further polished, re-
touched and washed before being
ready for the market. Before a
piece of horn becomes a finished
article, it must go through the
hands of a dozen artisans, each of
whom does a distinct part of work
on the article.

The combs are grayish green,
purple, gray or grayish white, the
last named being made from the
hoofs. From eight or nine to a
dozen combs can be made from a
large sized horn and from half a
dozen to seven or eight, from a
small horn. The combs are either
curved-back or rectangular in
shape, depending upon the shape
of the raw material. A comb is
sold locally at from one to 20
cents according to size, quality
and workmanship.

In the comb-making trade,
labour is highly divided. There
are two main groups of workmen:
makers of the crude bodies and
finishers. The former are divided
into three classes. The cutter or
designer cuts the horns into
pieces approximating the form of
combs. The shaper flattens the
piece between two heated iron
plates and the Sawyer cuts out
the teeth of the combs by sawing
of filing. All these are paid
about half a cent a piece for each
job. The daily earnings of each
man amount to about 70 or 80
cents. These men are not regu-
larly employed. They often re-
main idle for a number of days
a month owing to shortage of
work. The finishers are also paid
1.5 to 3 cents apiece according to
the size of the comb.

Women's Part.

The washers of the combs are
mostly women, who are also paid
at piece rates.

The term of apprenticeship
covers five years. If the ap-
prentice pays the master for his
lodging and board, the term is
reduced to three years.

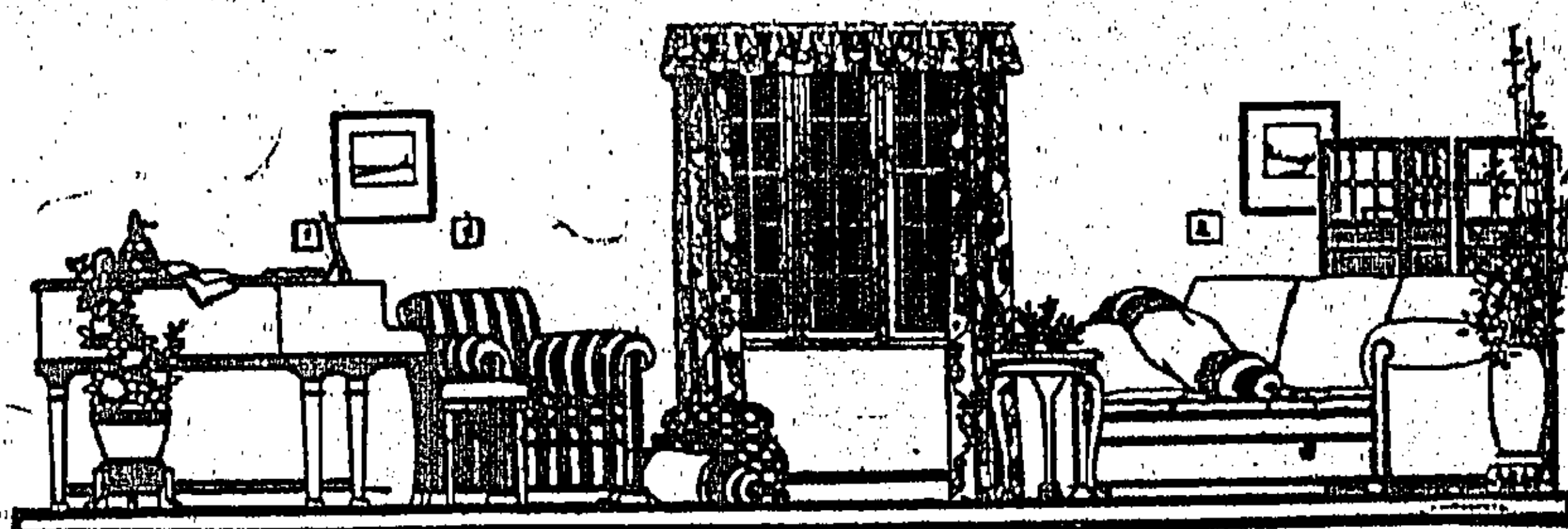
Each of the 70 or so comb
manufacturers in Foochow con-
sume about two piculs and a half
of horns every day. The monthly
import figure of horns into Foo-
chow averages 5,000 piculs. Each
picul furnishes enough raw
material for making 200 large
sized combs, which represent a
total value of \$40, at about 20
cents each. The cost of raw
material for the 200 combs is about
\$25 and of labour, \$8 or \$9, leaving
a net profit of \$6 or \$7 to the
manufacturer. The combs are
partly exported to Hongkong,
Swatow, and Shanghai.

The pointed tips and filings of
saw dust, the by-products of the
comb manufacturing plants, also
have commercial value. The tips
are made into buttons, small med-
icine cases, and balls or counters
of the abacus. The pairings and
filings are sold as fertiliser. The
horn tips are, exported to Hong-
kong, Singapore, etc., at \$15 a
picul, and the pairings and filings,
sold to the local farmers, at \$7
a picul.

The big establishments usually
have their workshop and sales
department in one building with
the proprietors acting as man-
agers. The capital of a large
shop may reach \$10,000; that of a
small one hardly exceeds \$1,000.
Each shop employs from a dozen
to 30 operatives. The workmen
of the comb-making trade have or-
ganised a union, which recently
made attempts to induce the man-
ufacturers to grant a general in-
crease in wages.—Chinese Econ-
omic Bulletin.

to the docks. The suggestion had
been made that they were going
to get this cheap, but as a matter
of fact the Corporation had offer-
ed to sell ground at a price to be
fixed by arbitration.

It was intimated that the Com-
missioners had found the preamble
proved so far as the bridge was
concerned, the Corporation offers
of compensation to the Sailors'
Home to be included in the Bill.



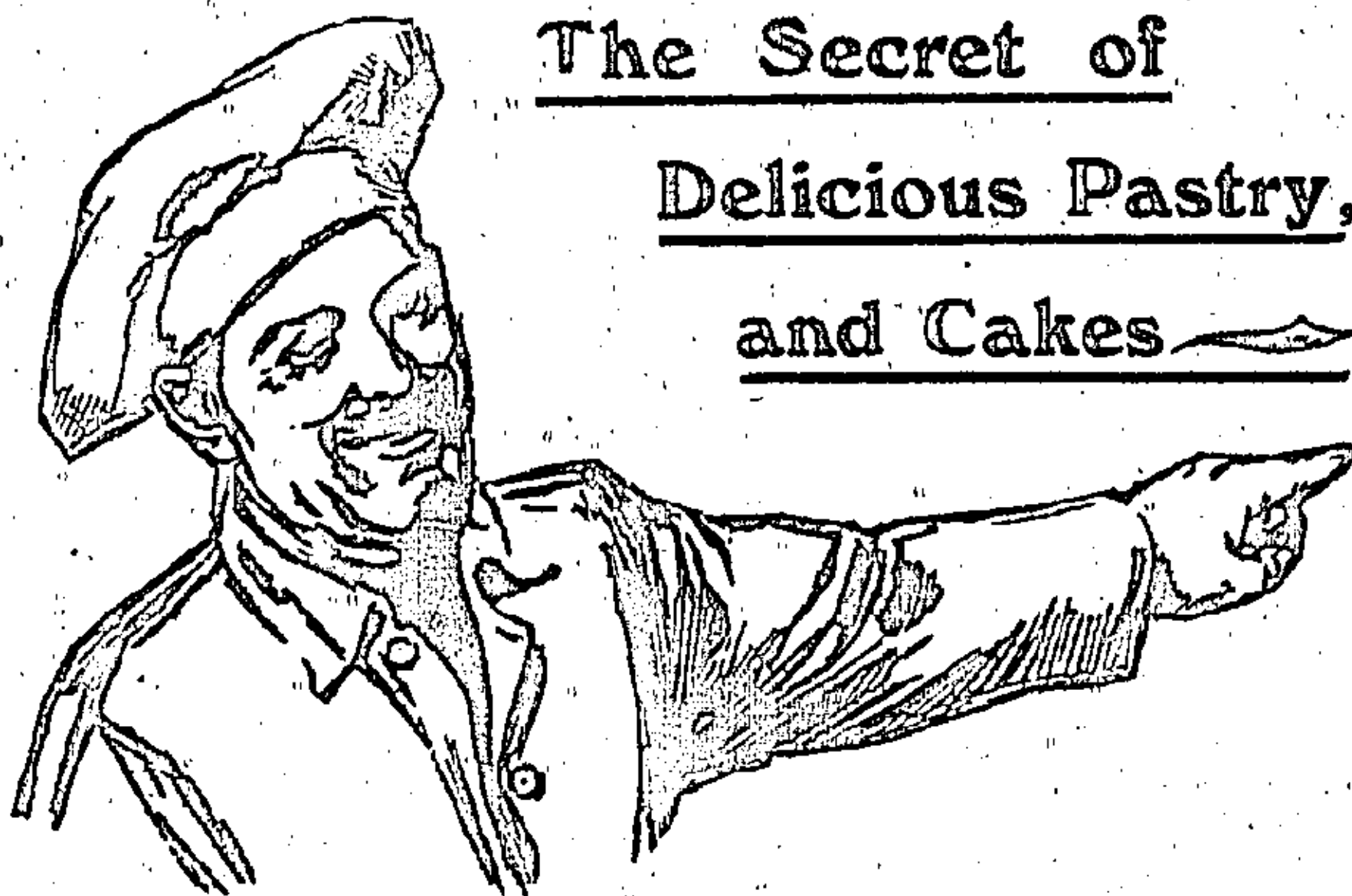
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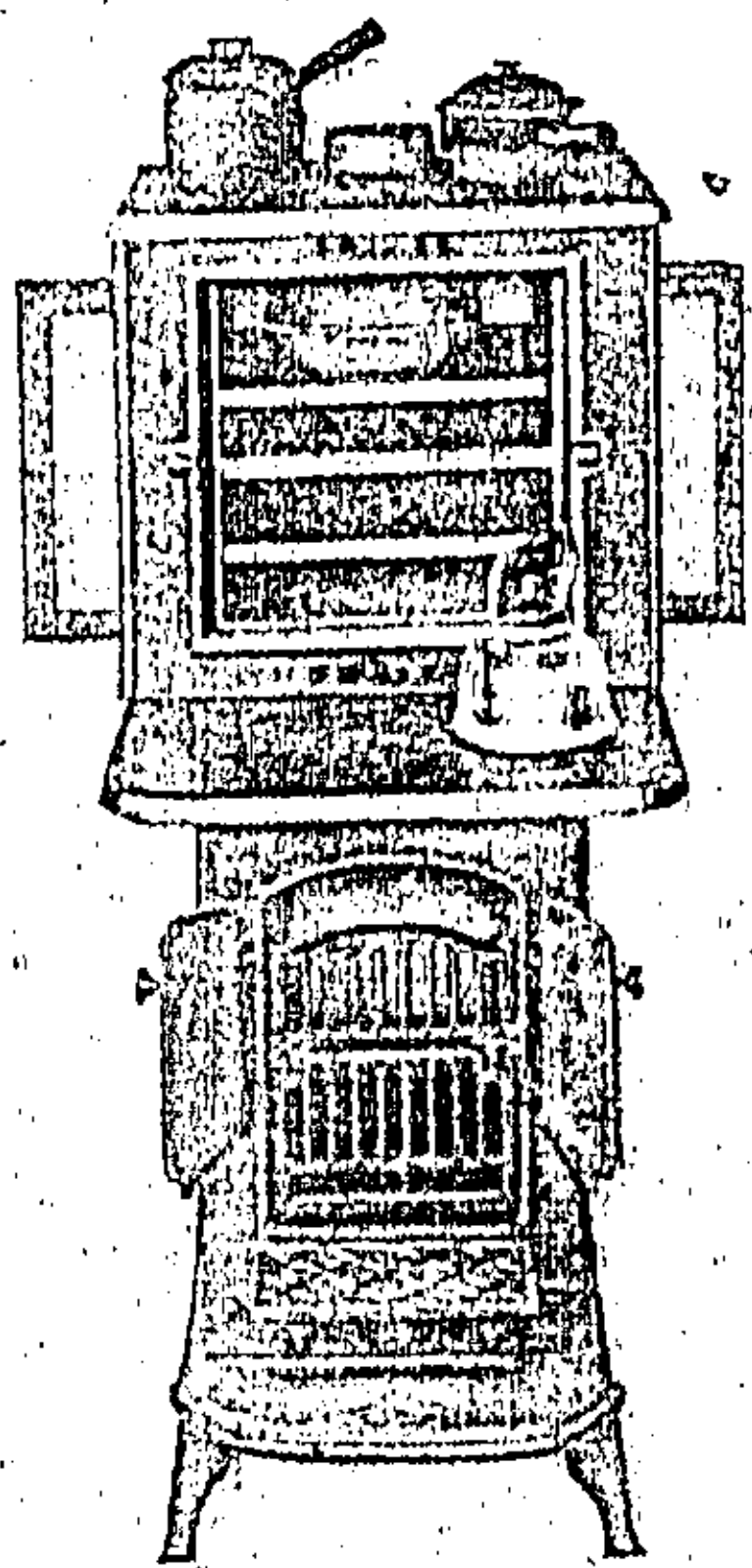
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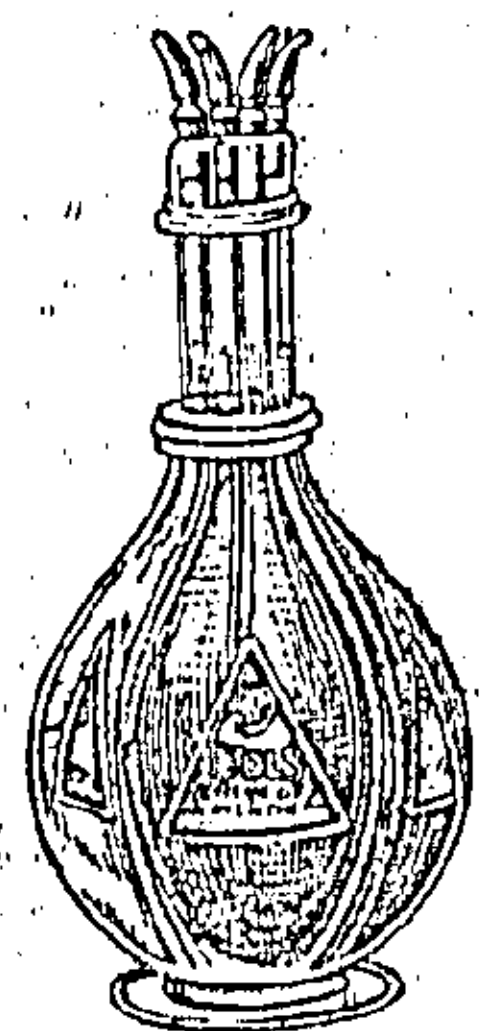
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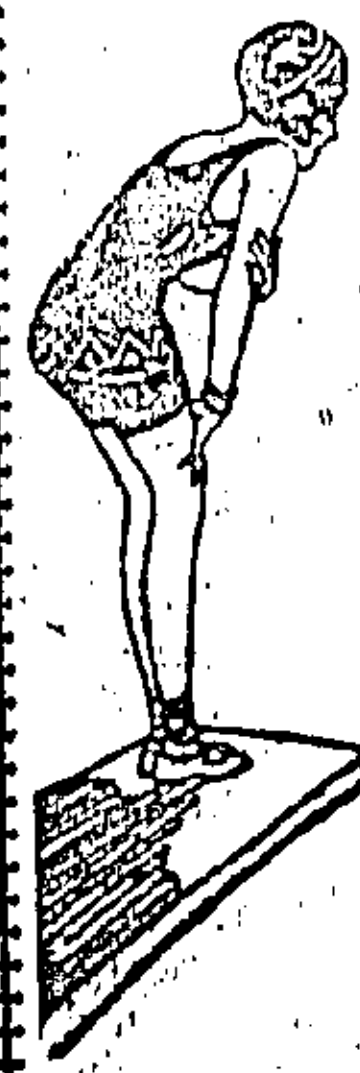
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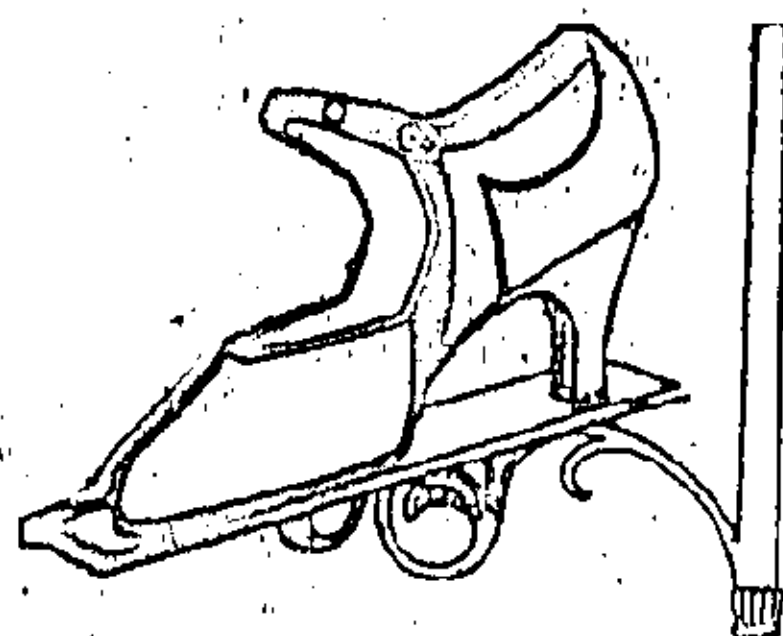
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TRADE REVIVAL.

SUGGESTION FROM CHINESE MERCHANTS.

At the monthly meeting of the Chinese Chamber of Commerce held yesterday, amongst other things, a discussion took place as to the best way of restoring some of the Colony's trade.

Some time ago the Chamber sent letters to all the business guilds in the Colony and asked them to submit any plan which they might have, which would assist in restoring normal trade conditions, and no fewer than eleven replies have been received by the Chamber.

The general tone of the replies is that there are many hindrances to business normalcy. The existence and formation of Labour Unions during the last two years have been a source of annoyance to the merchants. Wages all round have gone up, and trading risks have increased with the unsettled state of China. The removal of the Rents Restriction Ordinance has once again given opportunity to unscrupulous landlords to profiteer at the expense of shopkeepers, who find it difficult to move once their trade is established.

Conditions at Canton also are against a speedy revival of business and the replies to the Chamber's circular may be said to be in a pessimistic tone.

Banker's Views.

An interesting explanation of the present depression of trade comes from the Chinese Bankers' Association. They attribute the standstill to the lack of confidence amongst the merchants themselves.

Previous to the Strike, in 1925 money was plentiful in the Colony and every genuine business enterprise found considerable financial support. Quite a lot of money could be obtained against property or shares. To-day the Colony's financial position is just as strong, but so little trust exists in business circles that every enterprise requiring financial support from merchants falls on deaf ears.

The Association urges the bigger banks to set the Colony on its feet again by granting loans against reasonable security and thus remove, as far as possible, the general distrust and revive business confidence. There is plenty of reserve in all the big banks in the Colony and much good can be done at the moment by circulating it rather than by leaving it tide in the vaults.

To Be Expected.

Mr. Ip Lan Chuen, Secretary of the Chamber explained that owing to the general stagnation of business throughout China it must be expected that the Colony would have to go through a very pessimistic tone of the letters received could be explained by the fact that their writers realised the futility of making any suggestion of improvement of business within the Colony so long as the provinces of Kwangtung and Kwangsi were not in a settled condition. He added that since the Strike much of the business of this Colony has been lost, and it was improbable that when conditions became normal that that business would return to the Colony. He quoted the cases of rice from Saigon, sugar from Taiwan, flour from Singapore, ground nuts and yarns from Shanghai. These commodities were previously distributed through Hongkong, but now they were shipped direct to the buying ports. The sellers, finding the necessary direct shipping facilities, would not now ship their products through Hongkong.

Mr. Ho In said that he felt it would be a waste of time and effort for the Chamber to devise and invite suggestions for the improvement and revival of trade in this Colony unless the Government would come forward and assist the merchants. The greatest

"QUARRELSOME OLD MAN."

ASSAULT CHARGE DISMISSED.

Describing the complainant as "a quarrelsome old man," Major Wilson discharged a Chinese defendant in an assault summons at the Central Magistracy, yesterday afternoon.

The complainant, who gave his age as 88, said that defendant struck him on the chest, causing it to swell. He said he called the defendant "God of Thunder on earth."

The son of the complainant gave evidence to the effect that his father was of a quarrelsome nature, having stabbed his wife and himself once.

A strange story of the finding of the body of Mrs. Luck Iggledon, aged 60, of Tudor-road, Hampton, Middlesex, was to be told when the inquest was opened at Hampton. Mrs. Iggledon fell into the Metropolitan Water Board reservoir at Hampton and shortly afterwards an employee of the Metropolitan Water Board saw a woman seemingly standing upright beneath the surface of the water. The body was taken out. It is thought that an underload of water lifted the body to a vertical position.

source of revenue in the Colony was undoubtedly derived from various taxes, of which the Chinese-business community was by far the greatest payer, and it would be fair if the Government, at a time when the Chinese-merchants were in such a plight, came forward and assisted them by granting financial support in legitimate business ventures.

Modifications of Laws.

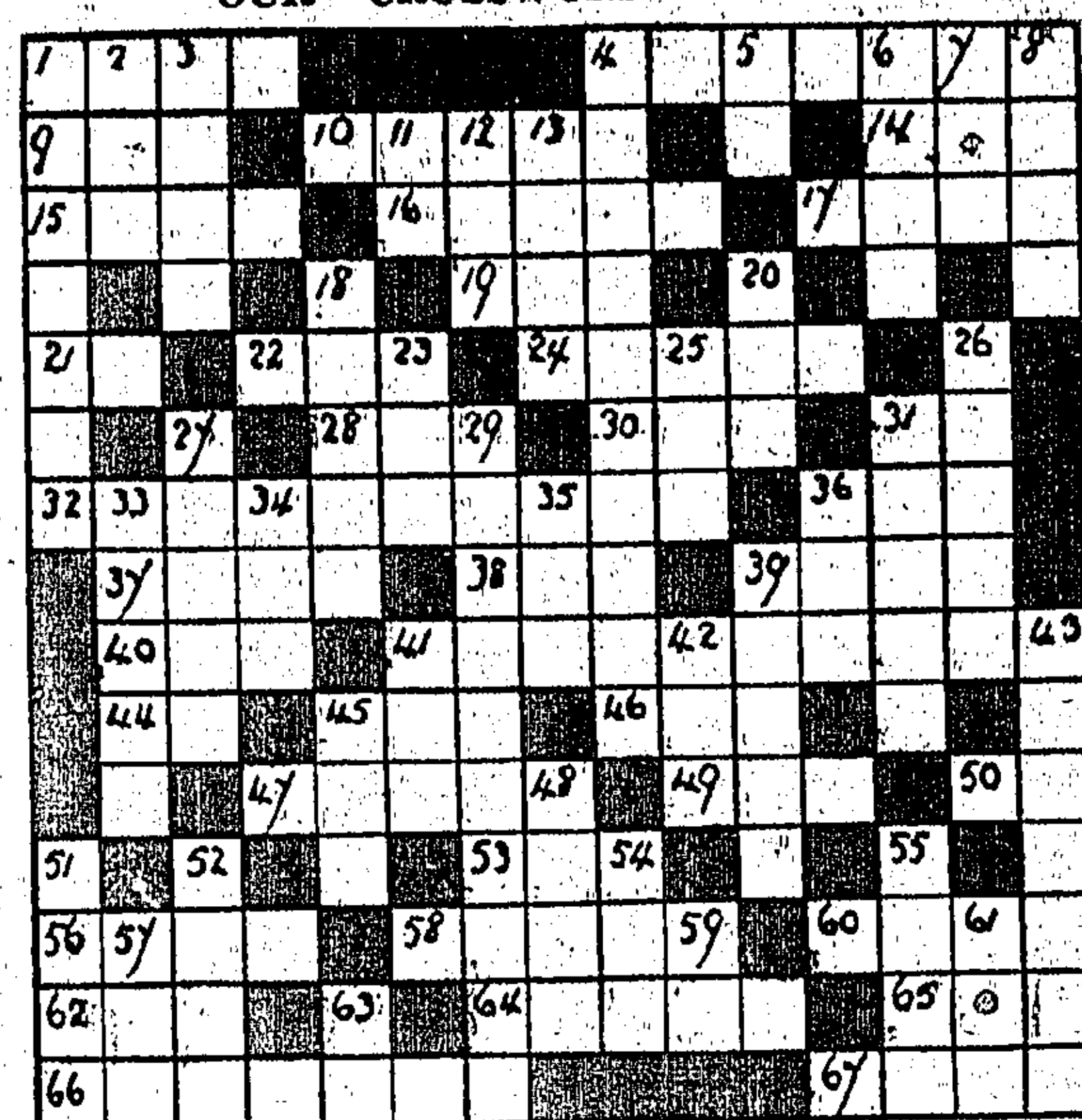
The stagnancy of trade might be traced to the fact that most merchants were adopting a waiting attitude and so far nothing had been done by the local Government to justify merchants in feeling that the time had come to launch once more into commerce on the same scale as in pre-Strike days. Business nowadays was small in volume and difficult to transact because of restrictions on all sides.

Mr. Ho suggested that the Government could as a preliminary modify the traffic regulations, the building and public health ordinances. As regards the traffic regulations he said that coolies working on the Praya front carrying goods from the ship to the Godown had been too frequently fined for obstruction of the road. At a time when the lot of the business men was so hard, perhaps it would not be unfair to expect a little leniency from the Government over this offence.

The Building Ordinance at present forbade merchants to extend their shops or their houses without going to a great deal of delay and expenses and he thought this state of affairs could be remedied. Even the opening of a window or a skylight in a shop without the consultation of an architect and the submission of the plans to the Government was prohibited. The Public Health Ordinance also required shopkeepers to arrange their stores in such a way as to leave free a certain space in conformity with the law. He referred to the case of the second-hand clothes dealers, who were required by the Sanitary Department to put down their show cases to a certain size in order that the law may be complied with, notwithstanding the fact that the showcases had been standing in the shop in some instances for years.

Mr. Ho In concluded by suggesting that the matter could be explained to the two Chinese members of the Legislative Council and the Government might be approached through them to exercise a little leniency as well as establish a degree of confidence in the Colony among the merchants in order that trade might once more be revived.

OUR CROSSWORD PUZZLE.



Across.

- 1 Animal.
- 4 Storm.
- 9 Household deity among ancient Romans.
- 10 Clergyman.
- 14 Born.
- 15 Fragments.
- 16 Girl's name.
- 17 Mental vision.
- 19 Writing utensil.
- 21 Thus.
- 22 Friend.
- 24 Genus of composite plants.
- 28 Allow.
- 30 Prevaricate.
- 31 Remain.
- 32 May Queen (Old English word).
- 36 Part of horse's harness.
- 37 Insects.
- 38 Emmet.
- 39 Level with the ground.
- 40 Eagle.
- 41 Containing annotations.
- 44 Royal Society (abb.).
- 45 Possessive pronoun.
- 46 Primary colour.
- 47 Facilitate.
- 49 Italy.
- 50 Plural pronoun.
- 53 Aged.
- 56 Call.
- 58 Former English coin.
- 60 Highway.
- 62 Objective.
- 64 Male voice.
- 65 Poetical name for gold.
- 66 Shavings.
- 67 Sledge.

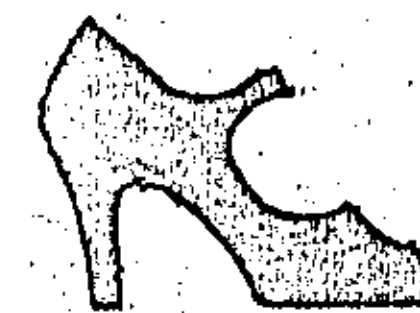
Down.

- 1 Bloom.
- 2 Part of the head.
- 3 Painting, music, etc.
- 4 One who translates.
- 5 Personal pronoun.
- 6 Terminations.
- 7 Perceive.
- 8 Broad.
- 11 Inside.

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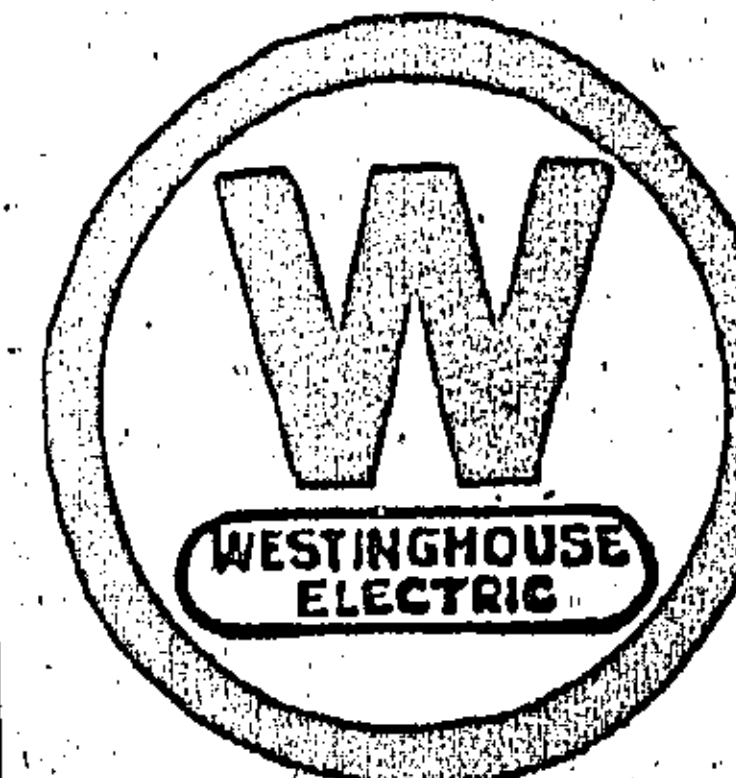
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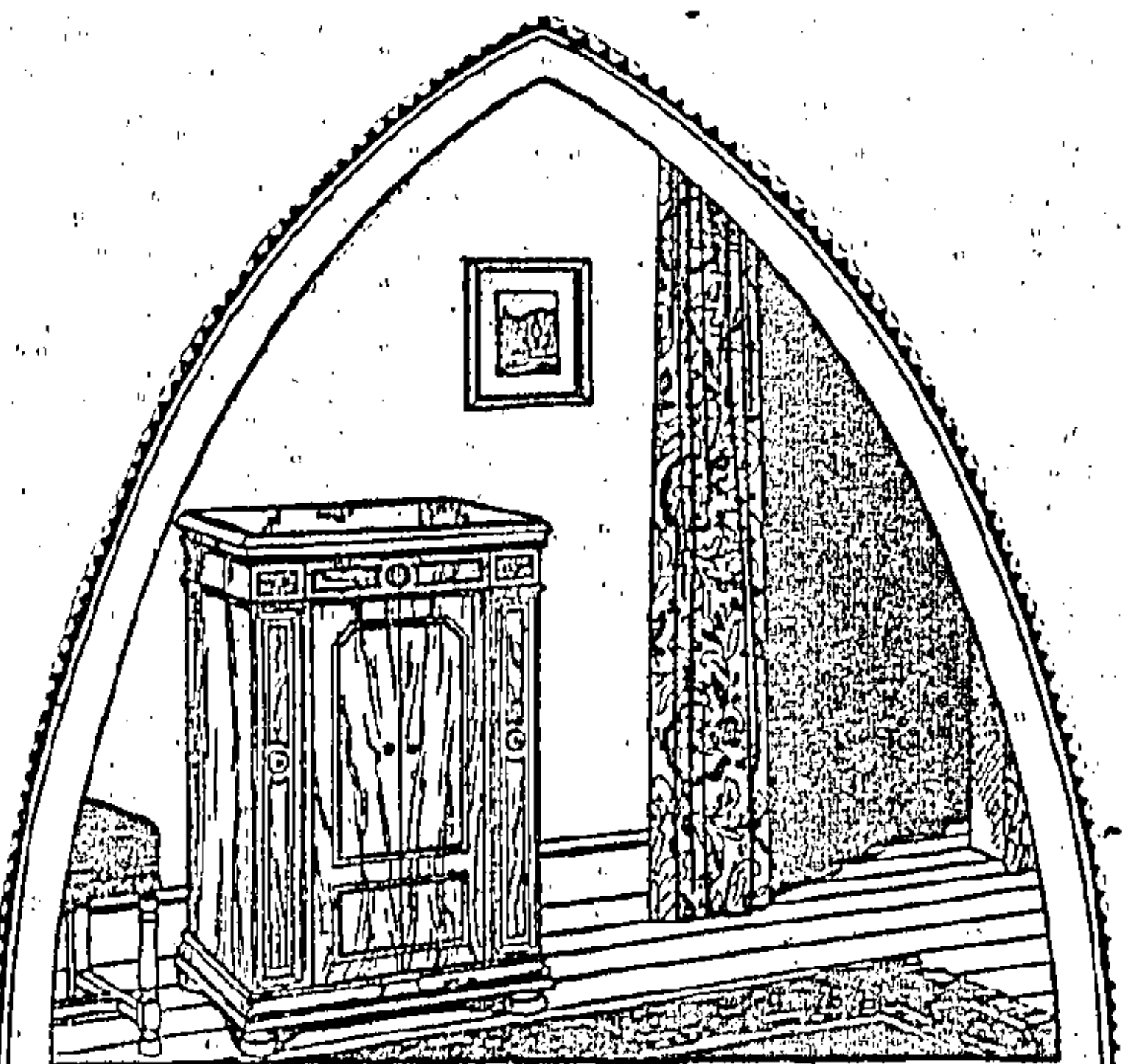
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MATERIAL THAT IS
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IN FACT IDEAL
FOR THIS CLIMATE



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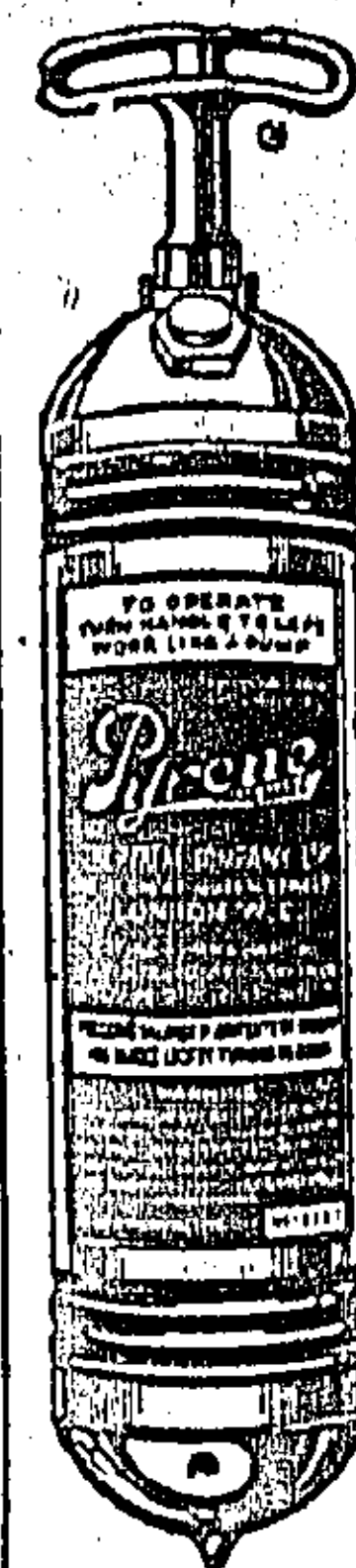
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Mr. F. Fisher and Daughter.

P.P.C.

The
Hongkong Telegraph.

SATURDAY, JUNE 18 1927.

CHINA'S MUDDLE.

As was stated the other day, the only thing certain about Chinese politics and military groupings is their uncertainty. It is impossible to know one day to the next how the various factions will be lining up—who will be loyal and who will be treacherous to their erstwhile friends. And the news of yesterday spoke of a fresh rupture and of a fresh combination that has made speculation an even more than usually intriguing procedure. Marshal Feng Yu-hsiang, the famous "Christian" General who has supposedly been hand-in-glove with Soviet Russia for many months past, it is reported, has told the Hankow party that he is "through" with them and that they can fend for themselves. If that proves to be true it is a very serious thing for Hankow, for it must not be forgotten that it was by the aid of Feng that Hankow beat off the Fengtien forces in Honan and averted what threatened to be a complete encirclement and wipe out. It also means that Feng has gone anti-Communist—a possibility that has been likely for some time past. The Christian General was never so utterly "Red" that he was beyond saving for the Moderates. It is true that he has mailed against Marshal Chiang Kai-shek and it is also true that Chiang has returned the condemnation with equal fervour, but we have all come to know that these pleasantries never mean very much beyond the expediences of the moment. It was also reported that Marshals Feng and Chiang had effected an alliance and that they were preparing to conduct a joint campaign against Peking.

One cannot help doubting the truth of that last report, because that would mean that Marshal Feng and General Yen Shih-shan, the Tuchun of Shansi, would have to link up forces, and that would be violently against all past doings of Yen who has been a buffer between Feng and his hated rival Marshal Chang Tso-lin in Peking. Gen. Yen was reported earlier in the week to have allied himself definitely with Marshal Chiang Kai-shek and this may be advanced to explain any friendliness that he might later on dis-

play towards Feng. But irrespective of what might be the personal relations between Feng and Yen it does seem more or less certain that there is a goodly array of strength lined up against Peking and that the Northerners will be hard put to it to retain the remnant they possess. Marshal Chang Tsun-chang, now a very thoroughly discredited Tuchun and unpopular with everybody, has notified Chinese and foreign authorities that he is not going to be responsible for the safety of anybody in Tsinanfu, the Capital of his province of Shantung, and we are glad to see that Japan is taking her own measures to defend the threatened lives of her nationals. That action indicates Japan's lack of faith in the ability of the North to prevent a further Southern advance, and might be taken as a good guide to the future of events. The Hankow party seem to be badly left out in the cold as over, and it might be that Marshal Chiang Kai-shek will decide that that middle stretch of the Yangtze will have to be cleaned up. In which event, the Hankow party will find themselves in parlous plight. General Yang Sen has gone back into his own territory taking his terrorist methods with him. And meanwhile, chaotic China awaits the coming of a real leader, someone who will clean up all this muddle and mess and set about the task of effective and constructive government.

Ireland To-Day.

The elections to the Irish Free State Parliament, the Dail, have concluded, and the net result is that there has been practically no change in the status of the parties in the Chamber. There is, however, a very big following for De Valera, the mention of whose name recalls a great deal that is best forgotten in recent Irish history. It is a sign of the changed times in Erin that this election has passed without any reports of outrage coming over the wires—indeed, the country has become so quiet comparatively, that the general public had lost sight of events in the new Dominion, until the first cable anent the Free State elections recalled the existence of a separate entity in the Empire, where previously a continuously rebellious portion of the British Isles had obtruded itself on the public mind. One has only to cast the memory back a few years to recall the many cases of murder and incendiarism, the continuous conflicts between Republicans and those who were of another way of thinking, the garrisoning by British troops, the outrages on loyalists, the religious clashes, the ambushing of "Black and Tan" forces, and all that went to make up Irish daily life in the south of the island. Happily, after more than a century of failure to realise the determination of a section of the people to obtain home rule, superior or statehood had its way, and the decision was taken to divide the country into distinct sections, based partly on racial and decidedly on sectarian principles. Inevitably, there was a dispute over the frontier, and that point is not yet definitely settled. However, there is much less of the old enmity, and for that one can be profoundly thankful. The Free State is itself given over to party feeling, with a big section of the populace in favour of a republican form of government, as distinct from the moderate element's adherence to the Free State administration. Sinn Fein, at one time notorious, still has its following. But generally speaking, there is more of a leaning towards building up a new status from out the ashes of the past. Hostesses prominent in English society are even now giving garden parties in aid of the loyalists who lost their all when red outrages were the rule, for no compensation is to be expected from other sources. Time, the great healer, may yet effect what statehood has not completed, and the next generation, perhaps, will bury the hatchet definitely. May the good work accomplished these past three years, in face of much difficulty, continue. As for Ulster, as a presumably permanently loyalist part of Ireland it comes in for less comment these days, but all is not necessarily rosy even there. Controversies exist and persist, which close students of Irish affairs deplore. One wonders whether the division of Erin into distinctive governments, based on religious differences, can be a permanent solution of the problem. Time will tell, and meanwhile one can rejoice that stability has returned to an area which for so long was so sorely distressed.

DAY BY DAY.

WHAT SHADOWS WE ARE, AND
WHAT SHADOWS WE PURSUE!—
Burke.

There were two Chinese cases of typhoid fever reported yesterday.

H.M.S. Hawkins is going into dock at Kowloon to-day. We understand she will remain there for five days only.

H. E. the Governor has appointed Commander George Bibby Hartford, D.S.O., R.N. (Retd.), to be an official Justice of the Peace.

Falling from the roof of the Green Island Cement works a Chinese was taken to Hospital yesterday, where he died shortly after admission.

A golf caddie at Deep Water Bay was taken to the Government Civil Hospital suffering from a bite by a dog owned by one of the "boys."

The s.l. Kong On and the s.l. Yau Kung collided opposite the China Merchants Wharf yesterday, the former vessel sustaining damage to the extent of \$100.

Suffering from internal injuries, caused by some unknown person, a shop keeper of Queen's Building was taken to the Government Civil Hospital yesterday.

A contractor at North Point has reported to the Police that he entrusted a foreman with \$67.53 with which to pay the workmen, but the man absconded with the money.

As the result of falling down a steep bank at Pokfulam, a Chinese employed by the Dairy Farm Co., was taken to the Government Civil Hospital for the treatment of injuries to his head.

Mr. T. J. O'Brien, in a report to the Police, states that sometime during the night of June 16-17, the padlock of the Dogs Home, Kowloon, was broken and two brass rice pans were stolen.

The body of a shop coolie who succumbed to injuries received while engaged in storing sacks of sugar on the ground floors of No. 90, Wing Lok Street, was removed to the public mortuary.

While working at the Tai Kok Sugar Refinery a coolie was injured by a sack of sugar falling on his leg. He was taken to the Government Civil Hospital suffering from a fractured leg.

In alighting from a bus on Sai Kung Road, Kowloon City, a Chinese missed his footing and fell. He received injuries to his head necessitating his removal to the Kowloon Hospital for treatment.

With reference to Notice to Mariners No. 33 published in Government Gazette of 2nd June, 1927 it is notified that there is now no objection to ships using the Front Reach provided that they proceed at moderate speed.

In the Government Gazette is published a long list of times and places at which gun practice will be carried out by the military authorities up till the end of February next. All junks, ships and other vessels are to keep clear of the ranges.

An Indian lift attendant employed by Messrs. David Sassoon & Co. Ltd. was removed to the Government Civil Hospital yesterday suffering from head injuries alleged to have been inflicted by a Chinese in Lee House Street. The assailant appeared before Major C. Willson this morning and was remanded till Monday.

In connexion with the special concert which is being held for troops in the Theatre Royal to-night we have been asked to announce the fact that all the tickets have been sold and that there will be no room for any others. The concert is exclusively confined to servicemen who have eagerly bought up all the tickets.

A monkey belonging to the R. A. S. C. was taken to Kennedy Town for observation, after biting Lance Corporal Dowling at Wellington Barracks. A dog belonging to Sergt. Major Parkinson of the K. O. S. B., was also removed to Kennedy Town in consequence of the animal having bitten a Chinese in Kennedy Road.

A Straits paper hears that Mr. Spears, a Probationary Police Officer, who met with a nasty collision while riding his motor cycle at Kuala Lumpur, has had to suffer the loss of an eye which was so severely injured that the eyeball had to be removed. Mr. Spears was riding a motor cycle past the Station Hotel at Kuala Lumpur when he collided violently with a motor car.

STREETS OF ADVENTURE.

The Bookshops of Paris.

The quay bookstall with medieval savour is a witness to the eight centuries of book lore that have passed between the open booth of early Paris and the ultra-modern bookshop of to-day. The "bouquiniste" of the quay, who has been called the most artful merchant of Paris, successfully competes with the bookshops of mushroom growth throughout the city, though the passer-by may rarely view a sale, and his efforts to obtain a "find" prove as unsuccessful as the patient fisher in the Seine.

One book dealer of the quay, whose title is, "Le poete bouquiniste," has presided for thirty-five years at his brightly painted stall on a choice quay, where he displays a variety of treasure, books, autographs and ancient coins; that gain him the ample income of 10,000 francs a year. The doyen of the profession wears a suitable hat of bonair brim, and there is a minute violet ribbon of the Palmes Academique in the lapel of his rain and sun marked coat, since poems, romances and two enlightening books on the "bouquiniste" are to his credit, any of which for the asking he will autograph with a flourish and a sparkle of his blue eyes.

Those ever-recurring phrases in a Frenchman's conversation, "Avant la guerre," "Après la guerre," are full of meaning to the quay merchant whose license to trade and title to a stall are seven-times the pre-war charge, and who no longer acquires his books by lot with a consequent 200 per cent gain on a sale, but must purchase them singly from a list in a depleted market.

Nevertheless, the trader's profits are greater than ever before because of the influx of foreigners, avid adventurers in books. His is not the idler's metier, it seems, whose time is passed on the quays in absorption of a newspaper or book, to the indifferent ignoring of customers, for the dealer is constantly occupied when not at his stall in purchasing, repairing and numerating his wares.

Nor is his career untrammelled. Like "the merchant of the Four Seasons," poor "Crainquebille" of the pushcart, the book trader with his "two sous box" was cheviated at first from bridge, quay and street. The unsympathetic Philippe d'Orleans, whose signed command as Regent may now be had at a stall for an ignominious sum, even threatened these merchants with confiscation and imprisonment.

Neither this decree nor other similar ones, however, prevented the development of these erudite merchants into "the great seigniors of the Bohemian art of book selling," whose stalls, numbering over 200, were at last accepted and conceded a limited site by the municipal authorities on the banks of the Seine and became the haunt of the literati.

Anatole France, prince of flaneurs, who said he knew "no more peaceable pleasure than to search for books on the quay" had his famed predecessors, Belleau, Hugo, Balzac and the dilettante Bouffiers.

Again the existence of the "bouquiniste" is menaced in the effort to modernize a Lutetia, and to-day brings threats to dislodge and relocate to a distant corner of the city "these citizens of the Bohemian and dusty republic."

Near the verdant point of the Ile de la Cite named for the Vert Galant of French history, a span of the Pont Neuf connects the quay stalls to a red-and-white brick house which was once the home of the advanced Madame Roland and now lodges the most progressive bookshop of Paris. It was lately established by a member of the old aristocracy, whose distant ancestor was no less a personage than that very Vert Galant, the popular Henri Quatre, because of a love for books and a desire to encourage and gather talented friends together in a more practical fashion than the anachronistic salon.

An amateur of art, herself painter and writer, this princess is an ardent advocate of contemporary artists. It is her belief that every

great epoch in the art of the past resulted from exploiting living artists and that the gaps in French art are those produced by worshipping tradition at the expense of acclaiming the art of the day.

So this bookshop has become a meeting place for international writers and painters of future fame, whose books and manuscripts fill the surrounding shelves, whose sketches make vivid spotches of line and colour on the walls, and where the newest ideas in luxurious bindings may be praised from the tiny tables with their green trays.

Another reflection of present-day events is the advent of the Russian bookshop in Paris, whose windows, filled with brilliantly coloured book covers and printing so picturesque as to be decorative, transport the thought to a far-away land curtained in snow. Rich in Russian classics and contemporary works, this bookshop in the Latin Quarter has supplied the exiled aristocrats for three years with writings of sufficiently anti-Bolshevik sentiments and with a magazine entitled, "The Voice of the Past in a Foreign Country." The works of forlorn protagonists of the present regime in Russia may also be purchased here, and that beguiling review which is an outgrowth of the emigration, "The Fire Bird."

Indigenously French and a delightful link in the book lore of Paris is the children's bookshop, which has devoted sixty years to the publishing and selling of juvenile literature. The editor who presented "Bécassine," the beloved Brittany maid, to the "Wendys" of France has also originated the piquant idea of "Blutette." She is a pretty doll which is only to be purchased in this bookshop and about which a weekly review is published with patterns and suggestions for her wardrobe.

The devoted parent of "Blutette" and subscriber to her magazine thus learns to make an extensive trousseau, or she may find an attractive assortment of ready-made dresses and lingerie in the bookshop which devoted a floor of its building to "Blutette." Here one may see little girls shopping with the judgment and taste of a grown Parisian while, for once, in the momentous occupation, their mothers stand silently aside. There are over 60,000 subscribers for three juvenile weeklies published by this house.

Typically Parisian is the bookshop which exhibits one book in its show window on a gray velvet background, much as a delicate porcelain vase is offered to the eye in Japan, and another housed in a prosaic mansion of the Ile de St. Louis whose entrance is decorated with exquisite fragments of antique statuary.

There are the bookstalls of the Odéon Theatre arcades introduced by an enterprising editor many years ago with such success that his trade soon occupied surrounding buildings until to-day his name appears above bookshops in all parts of Paris.

Under cover from the rain in the arcades there is nothing to interfere with the flaneur's bold enjoyment, and it is here that some lovers of books read standing the entire 450 pages of Darwin's "The Origin of Species."

Indicative of the times are the American bookshops that are increasing in that part of the city which may come to be denominated American instead of Latin Quarter. Radiating from the centre where Balzac set up his unsuccessful printing press there is scarcely a street on the Left Bank whose shops are not alternate book vendors, binders and printers, sustained by occasional sales in a city where luxurious volumes may still be had for nominal sums.

It is a long lineage from the days when a noble secured a manuscript by exchanging a part of his landed estate with a monastery to the flooded market of to-day, and happily for readers, publishers, since their earliest appearance in France, have been scholars as well as merchants.

M. F. M.

AT THE QUEEN'S.

GLORIA SWANSON AT HER BEST.

It is a really splendid film that is now being shown at the Queen's Theatre—one in which that incomparable artist Gloria Swanson is seen at her best.

It is the story of an overworked waitress in a little eating house of a small town whose dream is to go on the stage—mainly because Orms, an assistant in the restaurant, likes all actresses. She dreams of stage success and heart success with the boy she secretly loves, and the film is full of tragic-comedy so peculiarly suited to the famous star in whose hands is the principal part.

At the beginning there is a glorious pageant of gorgeous dresses and big scenes—all part of the little waitress's dreams, and thereafter there is one long and enjoyable comedy—comedy that is a true portrayal of life itself with smiles, tears and hard luck.

There should be big houses at the Queen's to-day; for in addition there is a long news reel, a cartoon comic and the last of the Charleston lessons.

Letters of administration of the estate of Stacy Anson Ransom, who died intestate at Shanghai on August 26, 1925, have been granted to Mr. W. E. L. Shenton, attorney of Stirling Fessenden, the administrator appointed by the United States Court for China. Decedent left estate in Hongkong of \$73,400.

The Very Idea!

An exceedingly overdressed man went into the bar of a theatre before the curtain rose on the first act. He ordered a drink and produced a handful of coppers. He then said, in an affected voice, "I hope you don't mind pennies?" "Dear me, no," said the barmaid. "Been singing outside?"

"I am here to administer justice, and not to play a game of cards," said Mr. Justice Horridge in the King's Bench Division during the hearing of the case in which Miss Louisa Collins, a factory girl, claimed damages from her former employers, Messrs. Whiteway and Co., Ltd., elder manufacturers, for alleged malicious prosecution, false imprisonment, and libel. The hearing was again adjourned.

Mr. Norman Birkett, K.C., who had cross-examined Miss Collins, submitted that there was no case to go to the jury.

"I am not here to play any tricks," said Mr. Justice Horridge. "I am going to hear the whole case and all the evidence before I rule on it. I may be wrong, but that is my view of how to treat a case."

Mr. Birkett contended that no malice was shown by the firm in their dealings with Miss Collins.

Kingston man: I am quite guilty. Solicitor, at Bow County Court: Do you consider that a truthful answer? Man: It is the best I can do.

Highgate employer: I did all I could for him. I gave him the sack.

Nottingham witness: She decorates the street with her flowery language.

Man, at Bangor County Court: I have never been in a court before. Judge Roberts: Well, it is not a bad place, is it? Man: Not at all.

East Ham husband: It is like going to school again to become used to a wife.

The lesson was about "Jonah," and the teacher wished to emphasize the fact that Jonah's disobedience caused discomfort to all on the ship.

"Jonah suffered for his disobedience, but who else had to suffer because the prophet sinned?" he asked.

"Please, sir, the whale," replied one boy.

The old lady, of some ninety summers had just lost her daughter, aged seventy-two, and was heard to say: "I knew I should never rear that child."

Fancy getting something for nothing—Sir Harry Lauder.

Scottish people have always been wanderers in all generations—Mr. F. A. Macquisten, M.P.

We are neglecting the basic industries through which alone this country can live—Mr. A. Ramsay.

The march of "steel helmets" at Berlin shows that the days of strife are not yet over—Lord Derby.

If the sums spent in public-houses in the last six years were devoted to slum clearance England would be one vast ideal home—Mr. Philip Snowden.

Hairdressers are the newest millionaires, says a message from Paris. Elaborately fitted women's establishments devoted to bobbing number 500, compared with 20 in 1914. Fashionable saloons have been sold and re-sold at soaring prices, some realising £100,000.

A little Edinburgh boy on the train to Aberdeen kept asking the guard to let him know when they reached Kirkcaldy. In fact, he asked at every station, and the guard began to get angry.

At last the train steamed into another station, and the guard shouted, "Kirkcaldy! Kirkcaldy!" Then he turned to the little boy and said, "Why don't you get out?" "Ach, A dinna come aff here," was the reply. "But ma mither said A could eat ma first sandwich when A got tae Kirkcaldy!"

TROOP CONCERT.

AT CHEER-O Y.M.C.A.
LAST NIGHT.

Yet another very enjoyable concert, organised by Mr. Eric Howell, was given at the popular Cheer-O Y.M.C.A. in Chater Road last night. Special mention must be made of Mrs. Minney and Mr. G. McLeod for their pleasing rendering of song items. The humorous side of the entertainment was entered for by Drummer Steward, who kept the audience in an uproar, and Mr. W. Johnstone who delighted the Scotch element by his clever Lauderian items.

Others contributing to the programme were Mr. Dornier, Mrs. Bone, Mr. Paterson, Sgt. Donnell and Mr. Fountain, who was the accompanist.

Credit is due to the ladies who, by their indefatigable efforts, helped to make the evening so enjoyable for the "boys."

CORRESPONDENCE.

LACK OF BATHING FACILITIES.

[To the Editor, *Hongkong Telegraph*.]

Sir,—In common with many people who unfortunately reside in Hongkong, I should like publicly to express my deep sense of disappointment in regard to the Government's solution to the public bathing question.

Your excellent article in tonight's *Telegraph* is, perhaps, a sufficient indictment of the Government's failure to grasp the importance of the question, but unless the public protest in no unmistakable manner, the subject will be dropped in the limbo of things forgotten, and Hongkong will continue under the stigma of being a decidedly unpleasant place for the ordinary individual to live in.

Such a stigma is neither deserved nor justified. The fact still remains that, in a particularly trying climate, the only compensation is nature's provision of excellent bathing beaches, but this attribute, if I may term it such, is entirely lost to a large number of residents solely on account of the failure to exploit it.

The provision of public bathsheds at Kennedy Town or North Point is necessary in order to allow the teeming thousands of the immediate Chinese populations to indulge in bathing, but to expect European families, to journey to either of those places is, to say the least of it, undiscerning.

If fire razed every matchshed at Repulse Bay, would the present owners of those sheds patronise the community cubicles now being erected by the Government? Decidedly not. And yet such a particularly distasteful system is the Government's solution to the problem.

The ridiculous part of the whole thing is that, while \$500 is to be expended on the matchsheds, \$6,500 is to be spent on sanitary conveniences! Comment on such a decision is surely superfluous.

Maybe, it is considered, that Hongkong cannot compare with seaside resorts at Home on account of the number of bathers.

This may be a good argument in favour of the Government's inaction, but it should be remembered that the hot season is of longer duration than in England, and furthermore, that the climate is so trying, that people sit in a hot office all day, longing for the refreshing coolness of a dip in the sea at the close of the day. That they are unable to satisfy that longing, is a crying shame for which the Government is responsible.

If the financial aspect is of more importance than the health of the community, why cannot the Government set aside a portion of the Repulse Bay Beach, and call for tenders for the erection of so many small matchsheds or tents to be hired out to the public? Nobody would object to paying a dollar for the use of a tent or small shed for the time they were at the Beach, and I believe that such a venture properly managed would reimburse its organisers. The old tents provided for some years by the Hongkong Hotel Company were rather too small, but nevertheless, infinitely preferable to the cubicle system now suggested. The very idea of it is repugnant.

I am afraid that I have taken up too much of your valuable space, but I assure you, Sir, that in adopting the attitude you have, you have earned the sincere gratitude of very many Hongkong residents, including—Yours, etc.,

HOPEFUL.

Hongkong, June 17, 1927.

HOW MUCH DO YOU KNOW?

TO-DAY'S QUESTIONS.

The following general knowledge paper has been taken from the *Daily Express*.

Answers for those who need them, will be found on Page 18 of this issue.

- 1.—When were the first known fire engines used?
- 2.—Who wrote the words of the "Star Spangled Banner"?
- 3.—When and where was George Stephenson born?
- 4.—Who was the first film star?
- 5.—Previous to Queen Victoria, whose was the longest reign in English history?
- 6.—Where are the world's largest flour mills?
- 7.—What famous Roman General, who lived 83-30 B.C., committed suicide?
- 8.—When was the Crystal Palace built?
- 9.—What is the diameter of an English sovereign?
- 10.—When was Queen Victoria born?
- 11.—Where and when did the Tank first make its appearance?
- 12.—What is the correct pronunciation of "Plaza"?
- 13.—What is the population of Ottawa?
- 14.—What is the average weight of a human brain?
- 15.—By whom, and in what year, was the Church of England organised?

UNLAWFUL SINGAPORE SOCIETY.

BRANCH OF CHINA LABOUR UNION.

CONVICTION OF AN AGENT.

At Singapore on Friday last week, a Chinese, named Wong Too Keng, was brought up in the District Court, before Mr. D. N. Mudie, and charged with assisting in the management of the Singapore branch of the General Labour Union of China, which is an unlawful society.

The D.P.P. (Mr. N. H. P. Whitely) prosecuted and the accused was not legally represented.

Detective Inspector E. Tongue said that in April he and some other detectives went to 251, Orchard Road and on the top floor in a front room—the door of which was locked and had to be forced—he saw the accused lying on a camp bed. Witness woke him and searched the room. Seven seals were found, also membership forms, and a minute book, recording a meeting of the society. Also twenty-five copies of *The Guide* weekly which is a Communist paper. Witness arrested the accused.

Mr. J. Black, Protector of Chinese, said he was shown the exhibits in the case and had translations made of some of them. In regard to the General Labour Union, one of the seals bore the inscription of the Union and another the name of the accused.

Membership Forms.

Witness said there were thousands of membership forms all filled up. The minute book which witness had examined stated that it was dealing with reports of the representatives of the branches of the society. Circulars dealt with strikes and anti-imperialism. Witness said he had a great deal of experience of societies, and from what he had seen in the exhibits he had no doubt that they were what might easily have been found in connection with a society.

The accused, who gave evidence on oath, said he had just come from Kuala Lumpur, and was a medicine dealer and knew nothing about the society. He went to live with his elder brother, who later went up-country, but who was coming back for him, after which he was going to China.

In reply to Mr. Whitely, the accused said that he himself was not a medicine dealer, but he helped his uncle who was.

The accused was convicted, sentence being postponed.

Probate of the will of William Scott Turnbull, master mariner, late of 96 Nathan Road, Kowloon, who died in the Government Hospital, Singapore, on February 19 has been granted to Kitty Turnbull, his widow and sole executrix. Deceased left estate in Hongkong of \$12,500, his wife being the sole beneficiary.

BABY BOOM.

DEMAND FOR CHILDREN TO ADOPT.

One of the most human and humanising spots in London is 10 Sloane Street, the address of the National Children Adoption Association, where Barrie-like episodes are for ever being enacted that leave the beholder alternating between tears and laughter.

A London *Morning Post* representative called to see the Secretary, Mrs. Plummer, and waited while the future of little Betty, a dainty little bit of humanity who only arrived in this world three months ago, was being decided.

With a pair of wonderful grey eyes, under eyebrows that the whole of the beauty parlours in Bond Street could not have produced, she surveyed the well-to-do couple before her who proposed to become mother and father to her, and they could not do otherwise than fall in love with her.

Love at first sight, too, was the result of the interview between five months' old Joan and the professional gentleman who had come with his wife to adopt the beginnings of a family.

"Come," said he to Joan, and Joan, with a delighted gurgle, confidently put her little fat arms round his neck and her little soft face against his cheek. Turning to his wife, he said, "We will never let her go, will we?"

Who Wants Twins?

Paddy and Joy, ten months' old twins, are now looking out for a mother and father, their own mother having died when they were born, and their father having as much as he can do to bring up their brothers and sisters. It is "Paddy," because he is the next best thing to a boy of one's own, and "Joy"—well, every mother knows that. Whoever takes Paddy must take Joy, too.

Mrs. Plummer told the representative that there had not been such a boom in adoption since the passing of the Adoption Act last year. Previously the demand has been all for girl babies, preferably with blue eyes and fair hair—it is not only the gentlemen who prefer blondes—but boy babies are now in great demand everywhere, and of the 359 babies passed as suitable for adoption during the year 1925 were boys, quite a record for the sex.

The governing body of the Association met last month to hear the report of the past year's work. Progress has been made everywhere, and there is no part of the Empire that has not been explored.

U.S. RUBBER POOL.

BANK CREDIT EXTENDED.

New York, June 17.

The banks intimately connected with the rubber pool, organised last December with the object of stabilising crude rubber prices, declare that credit will be extended for a year from June 1.

This declaration follows recent rumours that the pool was in process of liquidation.—*Reuter's American Service*.

THE NEW COAT.



In the course of a talk with Reuter's correspondent at Hankow on June 12th, Mr. Eugene Chen remarked that the Hankow Government is now "purely bourgeois."

UGLY BUILDINGS.

EDINBURGH'S DRASTIC REGULATIONS.

Edinburgh has acquired parliamentary powers, operative as from May 15, which will make possible the control not only of the height or design of buildings to be erected in any part of the city, but also the colour, material, and character of new buildings or alterations to existing premises. It is claimed that such general powers are unique.

"We are determined," the city engineer, Mr. William A. Macartney, told a newspaper reporter, "to preserve the architectural dignity and distinction of our finest streets and to ensure that no incongruity shall be introduced. While we are naturally concerned about the type of building which shall be permitted in the newly developing areas, our chief concern in this measure is to safeguard the amenities of such famous thoroughfares as Princes-street, George-street, and Queen-street."

Natives of Edinburgh who take a pride in its architecture have noticed of recent years a tendency to introduce somewhat bizarre frontages to certain buildings in Princes-street. Such departures from the designs of those who stamped distinction upon that street a century or more ago will not now recur.

By a centuries' old survival the Dean of Guild Court will adjudicate under the new Act whether or not a building would be "injurious to the amenity" of existing buildings either in elevation, design, material, or "undue repetition." From the decision of this ancient court there is right of appeal to an advisory committee of four members, chosen by the Secretary of Scotland, the Royal Academy, the Incorporation of Architects of Scotland, and the Corporation of Edinburgh.

"BLACK ELIJAH."

NEGRO MISSIONARY'S WORK

Cape Palmas, Liberia.—The mysterious "Black Elijah" who converted more than 100,000 negroes and founded more than 200 churches in central and western Africa, has been found living in solitude and poverty.

For many years, missionaries have come across secluded tribes who scarcely ever had seen a white man, yet professed the Christian faith. They always said they had been baptized by "Prophet Harris," a venerable negro, who was converted more than a score of years ago and received some education in mission schools.

White religious workers, searching for the evangelist, finally found him in the village of Half Graway, where he says he will die soon.



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Aertex Underwear constitutes an air circulating system whereby air in motion equalises the temperature of the body, enabling pores to operate at normal rate, soothing the tissues, imparting a feeling of freedom and fitness which holds to the end of the day.

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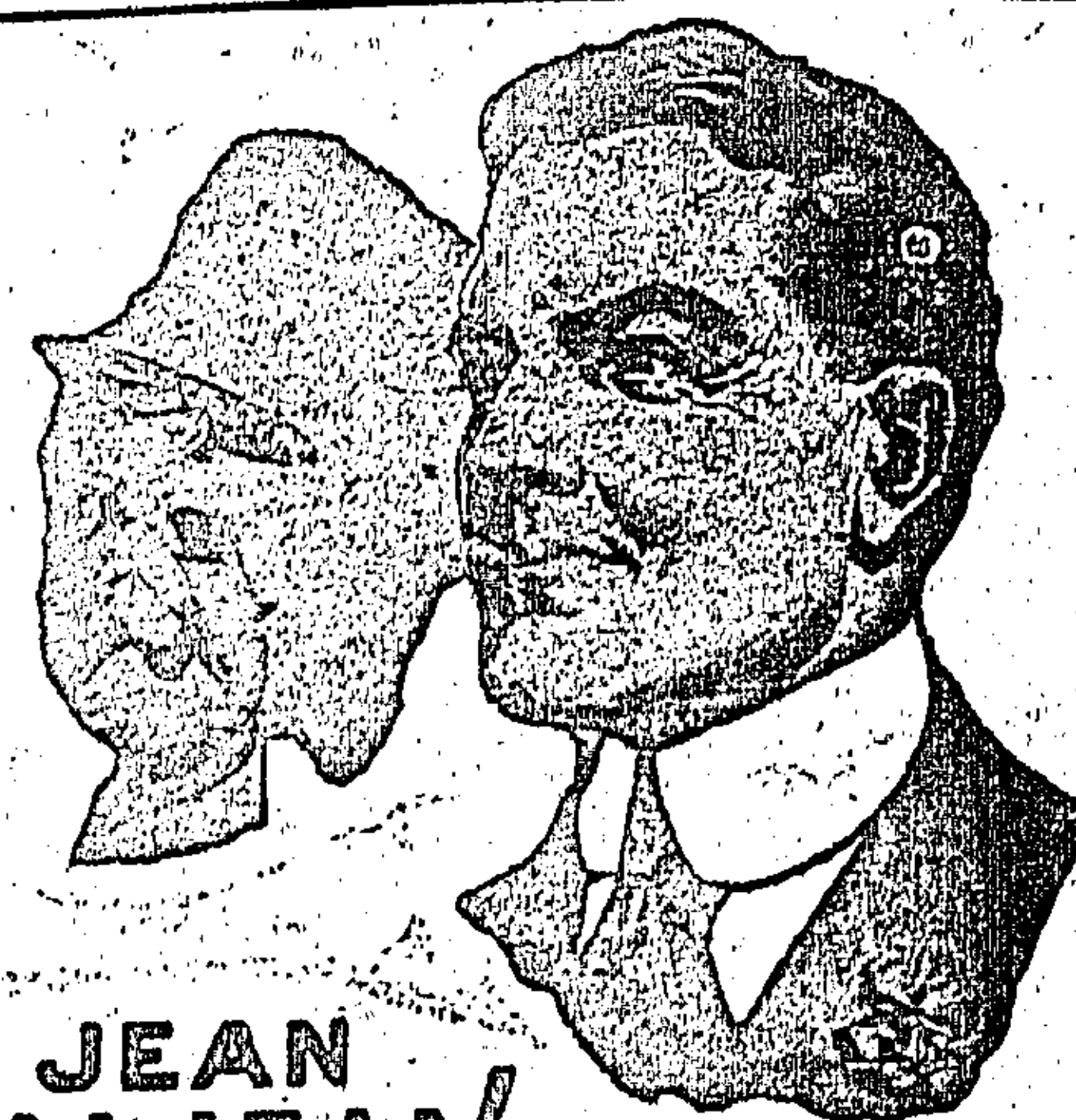
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is now within the reach of every man, razor supplied with one blade.

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Clean and sanitary and can be relied upon for quality. No house can afford to be without this useful commodity. In half pound packets.

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THE "ORIENT" WRITING PAD

100 sheets of superior quality Bank Paper, ruled both sides, cream, with top sheet of blotting. Size 10 x 8 ins.

STANDARD VALUE 95 cts. each.

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Cream laid Paper for use with above Pad.

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THE "MAMMOTH" PAD

200 sheets of good cream bank paper, ruled, with top sheet of blotting. Size 10 x 8 inches.

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Opaque envelopes to match

Per 100 65 cts.

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JUNOT'S MONSTER SIZE TOILET SOAP.

Specially prepared from selected efficient and harmless ingredients for tropical use.

FRAGRANT ODOURS.

LAVENDER, ROSE, VIOLET, OLIVE, AND LIME, GLYCERINE AND CUCUMBER.

STANDARD VALUE \$2.50 Box of 6

ONE OF WHITEAWAYS STANDARD VALUES

THE "PINNACLE" COMPENDIUM

these compendiums contain 60 sheets of good parchment note paper, faint ruled with 30 envelopes to match, also top sheet of blotting in colours: White, Blue or Mauve. Size 9 by 7 ins.

STANDARD VALUE PRICE 65 cts. each.

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THE "PRIMA PIPE"

Made from genuine Briar with vulcanite mouth-piece. Every pipe is stamped "Real Briar" and the six up-to-date models include shapes that will meet the needs of almost any smoker. Well finished, every model is highly polished and three of the numbers are fitted with ordinarily low.

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HONGKONG.

SUPREME ARTIST.

GAINSBOROUGH'S BICENTENARY.

It is said that an old-time squire at Sudbury, when he heard that Thomas Gainsborough was a painter, suggested that he should paint the railings of his house, and that a publican in his native town once asked him to do a new sign board for his hostelry. Neither of these stories is vouched for now in the Suffolk town of Sudbury, where stands the national memorial, unveiled in 1913 by Princess Louise (Duchess of Argyll), to the great painter.

There was a huge gathering on the Market Hill, round the statue of Gainsborough, last month, on the anniversary of his baptism, which took place in the old meeting house that is now the Congregational Church exactly two hundred years ago.

Sir Frank Dicksee, President of the Royal Academy, laid a great wreath of smooth laurel leaves, tied with a purple bow, on the steps. Afterwards the crowd pressed close to examine the flowers and leaves of a wreath sent from Bath and laid near the Academy tribute by the western city's representative, Councillor T. Sturge Coterrell. The flowers were picked in the Bath gardens in which Gainsborough painted, and the leaves came from a tree under which he loved to sit. Sir George Agnew laid another chaplet of laurel leaves, and there was one from Ipswich, to which town Gainsborough went after his marriage, brought by the Mayor, and a huge oval of white flowers, with the coat of arms of the town picked out in coloured petals, from Sudbury itself, and the final wreath was from the boy captain of Sudbury Grammar School, from which Gainsborough played truant. Gainsborough was educated there while his uncle was its headmaster.

Gratitude.

"We are here," Sir Frank Dicksee said, "in a spirit of gratitude for benefit bestowed, of thankfulness that in this dear land of ours a man was born who liked art and beauty with a life-long devotion. Gainsborough was a supreme artist. "While his work can be seen," added Sir Frank Dicksee, "Gainsborough is more alive than many of us."

Sir John Lavery, who was prevented by indisposition from attending the celebration, sent a letter expressing his regret. With Sir Frank Dicksee were Sir George Agnew, Sir Arthur Churchman, M.P., the Rev. Sir William Hyde Parker, Sir Martin Conway, M.P., Sir David Murray, and Sir Courtenay Warner.

Gainsborough's house is now an old world tea place, and the garden in which he played as a boy is used for the entertainment of visitors to the artist's town. On Saturday it was lent to the Corporation of Sudbury, and the Mayor and Mayoress held a reception there, and the visitor saw the room in which Gainsborough was born. Pilgrimages were made to the meeting house, where members of the Gainsborough family are buried in a vault, and to the Grammar School, while a collection of Gainsborough relics were on view at the Town Hall.

NOT PERSECUTORS.

HOME SECRETARY'S REPLY REGARDING POLICE.

The Home Secretary has addressed the following letter to Mr. Ben Tillett:

Dear Mr. Tillett.—I have your letter, in which you accuse the police and the magistrates of this country of carrying on a "vicious vendetta" against the workmen and workwomen involved in the recent strike, and say that a "class hatred bias" has apparently been "passed on to the police as part of their instructions," with the result that they are "persecutors rather than policemen."

These are very serious charges, and you give no particulars in support of them. You say, "In reading through the accounts of the prosecution I am astounded at the venom on the one side, which means a one-sided law administration." But you do not indicate what prosecution or prosecutions you had in mind or what accounts you had read.

The only reference in your letter to any specific case is your reference to certain women now serving sentences of imprisonment for taking active parts in a riot which involved an attempt to interfere with certain men who had resumed work, and an attack on the police who were protecting them. These cases I have already carefully considered. The trial of the persons concerned in this riot lasted five days. All the evidence was fully heard, and the women in question were found guilty, not by any magistrates, but by a jury of their fellow-citizens, and I have no ground whatever for questioning the correctness of the jury's verdicts.

To Preserve Order.

If you will refer me to any case in which there is, in your opinion, a *prima facie* ground for investigation, I will at once investigate it as I have investigated every complaint that has been made to me. Meanwhile, I can only say that it has been my duty during the last year to read accounts of numerous prosecutions, and a review of the full information available for me has shown that the police in prosecution cases have shown a spirit of fairness and commonsense, and that the magistrates have dealt with the cases brought before them with care and discrimination and a full sense of their judicial responsibilities.

As regards the police, their sole functions have been to preserve order, to enforce the law, and to protect those workmen who, in the exercise of their undoubted right to return to work if they wished to do so, were exposed to intimidation and violence.

While, as I have publicly stated on several occasions, the great majority of those concerned in the dispute showed themselves to be law-abiding citizens, there were some very bad cases of intimidation, violence, and rioting. Many of the police were attacked and injured, and they performed their trying duties with patience and fairness—often under grave provocation and in circumstances involving great strain.

ARMS FROM GERMANY.

NOT OF GERMAN ORIGIN.

Repeated press references have lately been made to the alleged dealings of German firms in arms transports to China, and much interest has been aroused by a report published by the London Times in April dealing with the promise given by certain German shipping and business organisations to the German Government in which they bind themselves to prevent the transportation of German arms to China.

The following article explains the situation:

The so-called "German exports of arms to China" have been used to prove that German firms are engaged in dishonest and unfair practices. The Chinese maritime customs administration—in whose statistical compilations ports of origin are identified with countries of origin—have unintentionally supplied grist to the mill of these people, and as a good many of the arms exported to China are actually shipped via German seaports, there was some sort of apparent justification for the allegations referred to. This impression was strengthened by the fact that many of these arms showed unmistakable signs of having been manufactured in Germany. It must, however, be remembered that Germany, at the close of the war, had to abandon enormous stores of war material in the countries that had been overrun by the German armies, and that the Versailles treaty made it compulsory upon her to surrender to the Allies part of the arms and ammunition she still had and to have the rest destroyed subject to the supervision exercised by the Inter-Allied Commission of Military Control. In addition, the factories that had until then manufactured war material were either also destroyed or were forced to change over to the production of different articles. The Allied Powers, through their supervisory organisations, saw to it that such destruction and reorganisation was not merely proceeded with on paper, but effectively carried out. Even if, as may possibly be true, some secret arms depots continued to remain in existence for some time without the knowledge of the German Government, it may be taken for granted that they were subsequently discovered through the activities of the Commission of Control whose members could always rely on being supplied with valuable hints and revelations from the German unemployed (The number of unemployed still amounts to about 1,300,000, notwithstanding the considerable decrease in the figures during recent months. Unemployment not only affects large numbers of unskilled labourers, but also numerous members of the liberal professions and of the intellectual proletariat). That German disarmament has become a reality is proved by the fact that the Inter-Allied Commission discontinued its activities on January 31, 1927 by withdrawing all its supervisory organs.

If, therefore, the question is asked why, in spite of what has just been explained, considerable quantities of German-made arms are imported into China, the answer is simple. The Allies were in the rarest instances able to use the surrendered German war material

for their own armies, because the respective models are quite different. Their various governments, therefore, sold large quantities of this material to private firms in their own countries which, in turn, exported them to countries where there was a demand for them, including, among others, China. Since, however, a very considerable portion of the Continental export trade passes in transit via German seaports, such shipments of arms and ammunition, necessarily figured to a large extent among the imports from Germany in the statistical material of the countries of destination.

These circumstances and the considerations of a political and ethical character connected with them have caused the German Foreign Office, the German East Asiatic Society, of Hamburg and Bremen (which is the organisation specifically looking after the commercial interests of the country in the Far East), and the German Shipowners' Association, of Hamburg, to devise means by which such manipulations and practices could be prevented as far as German territory is concerned with them. The German merchants, quite apart from the moral aspect of the matter, are far too shrewd and businesslike to engage in adventures which might lose them the sympathies of numerous customers abroad and put them under great disadvantages in all their future dealings with the countries concerned. The momentary gain in which such transactions would be likely to result is out of all proportion to the risks to which they would thus expose themselves. This is the reason why the two great trade and shipping organisations just referred to have given binding undertakings to the German Foreign Office with a view to preventing as much as possible the exportation of arms and ammunition to China from this country. The formal agreement to this effect was signed by the parties concerned on April 2nd last. Their action proves that the German merchants and industrialists fully realise the seriousness of the position in China, that they appreciate the necessity of giving their unstinted support to the policy of absolute neutrality pursued by the national Government, and that they are anxious to co-operate with the latter in a wholehearted way. The East Asiatic Society and the German Shipowners' Association have promised on behalf of their respective members, i.e., on behalf of practically the whole of the German merchants and shipowners, to decline the transportation to China, from German seaports and in German bottoms, of any arms and ammunition intended for use in that country. They have, in addition, undertaken to see to it that these undertakings are complied with by their members, and they have bound themselves to notify to the competent authorities any contravention of the terms of the agreement.

Gen. Wu Chung-hsin, Commissioner of the Shanghai and Woosung police, reports that the total damage in Chapel caused by the great fire during the retreat of the Shantung-Chihli troops amounted approximately to \$300,000, of which more than \$150,000 was covered by insurance. About 610 houses in Paoshan Road were destroyed.

The escaping convicts then tore up all their sheets, quilts, and blankets to make ropes, which they used not only for binding up the warders, but also for scaling the walls. An hour had now elapsed since they had begun their great adventure, and they had still to get out of the prison yard. That, however, was child's play to men who had already achieved so much. Working like furries they tied all the available ropes of sheets and blankets together, and with a brick as a weight, they throw the sling over the wall bordering St. Malachy's College grounds. They knew the lie of the land thoroughly. The wall there is lower than at any other portion of the prison area. Fortunately for the escaping men there is a gate at this point, and once the sling was over a hand was pushed through the rails, the end of the improvised rope was secured to the railings, and the men had scrambled over like monkeys. The rest was easy. Crumlin-road and the waiting motor-car was only thirty yards away. How did they know it was there? That is a problem as yet unanswered.

MURDERERS ESCAPE.

\$500 REWARD IN BELFAST.

Belfast.—Notwithstanding the most energetic search by the police all over Northern Ireland through the night and day, no trace has been found of four convicts, William Conlon, Hugh Rogers, Francis Boyle, and Edward Thornton, who escaped from the Belfast Prison in the early hours of the morning. A proclamation offering a reward of \$500 for the arrest of the men has been issued. It describes Conlon as a returned American. He is believed to have been the brains behind the scheme, as he was the leading spirit in the murder for which he was convicted six years ago.

The police found a parcel containing the gaol coat of one of the missing men, and three caps, which have been identified as having belonged to them.

The authorities have been so reticent that the full story of the escape has been difficult to get, but the main facts have now become known. They point to collusion outside, if not inside, the gaol, in some quarter or other. The three Hibernian men, Conlon, Rogers, and Boyle, were in adjoining cells. One of them got a small block of wood, which he inserted into the socket which caught the latch of his cell. This prevented the latch, when the door was closed, from going direct into the socket. It caught to the extent of about one-sixteenth of an inch only. Then he obtained a long nail or drill with which he made a hole in the framework of the door behind the socket, and when the opportunity arrived he pushed either the nail or a piece of wire against the block of wood, which levered back the latch, and the door stood open.

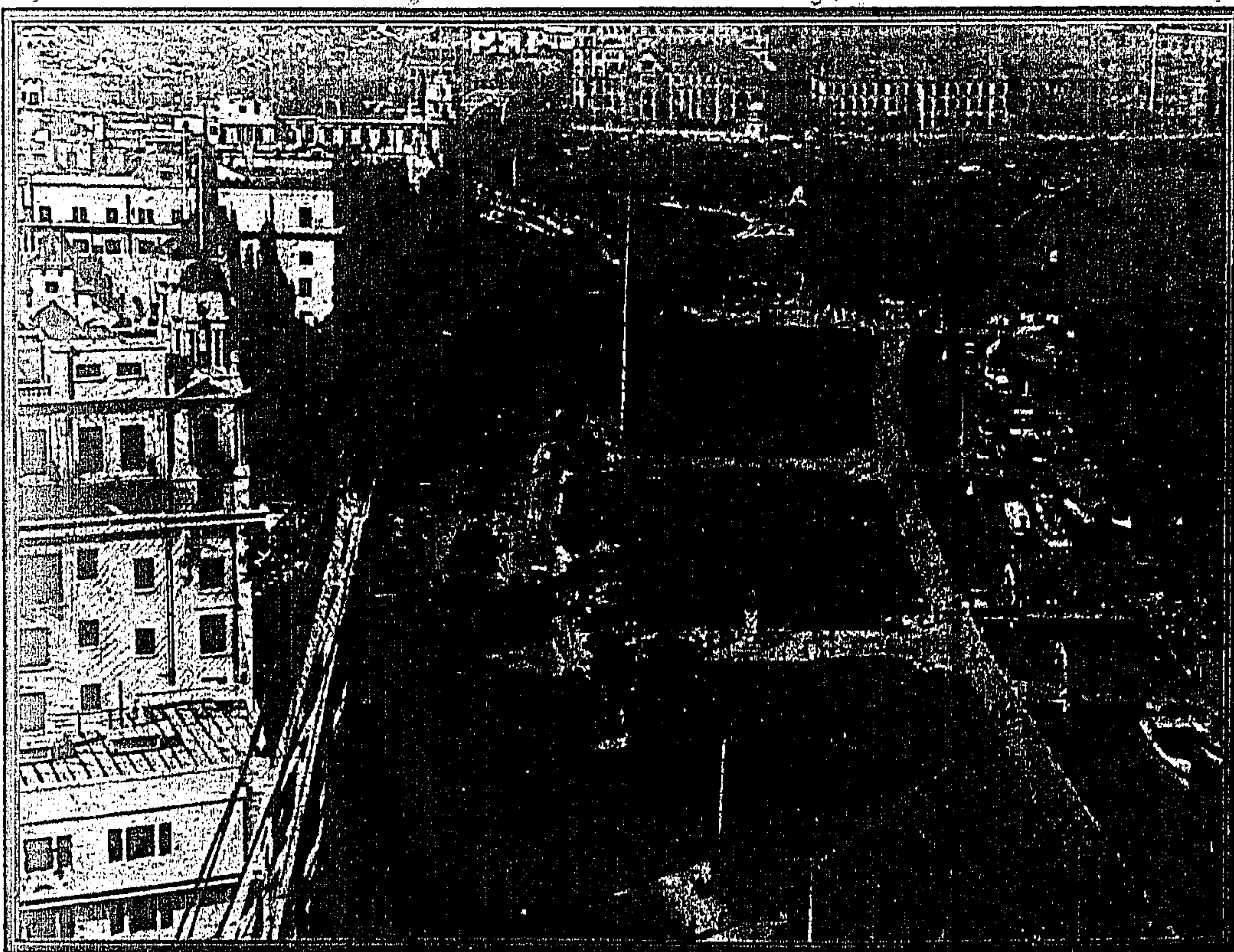
Having thus opened the door of his own cell, the daring convict proceeded to release his two comrades. For this object he must have obtained some keys, but where he got them is for the present a mystery. He was able to liberate the other men, and when at four o'clock in the morning the night warden came along on his rounds he was taken entirely by surprise, pounced upon and overpowered almost at once. Immediately after having tied up the warden the three men released Thornton from his cell, which was near their own.

Warder Resists.

They took possession of the warden's keys, and having to guard against the possibility of alarm they tied up the bell of the telephone, and proceeded to the door which led to the yard. Here the other warden on duty was posted. Waiting a favourable opportunity the four convicts made for him as he stood. He, too, was overpowered, but not without a great deal of resistance. The man had no time to draw his revolver, but he promptly attacked the man nearest him with a clock, and that he served out some punishment was evident from the blood which was to be seen afterwards upon the ground. The odds against the unfortunate warden were, however, too heavy, and, like his colleague inside, he was overpowered, relieved of his revolver, and rendered harmless by being tied up securely.

The prevailing opinion is that the escaped convicts reached the Free State by means of their fast motor-car, travelling before the news of their flight had been widely circulated. But the police are leaving nothing to chance, and are continuing their investigations in quarters in the city of Belfast where the men might be in hiding. A possible way of escape suggested is by motorboat, a common type of craft in Northern waters, and one which would attract no attention. The weather on Monday morning was beautifully fine, and a boat of this kind would reach the Free State from the coast of County Down in a few hours. A close watch has also been kept on cross-Channel steamers. The police know the appearance of the men, and if they are still in the Six Counties they may be recaptured, but if not the prospects of their being found are remote.

NEW VIEW OF SHANGHAI BUND.



The Shanghai Bund, looking north, as it appears from the top of the new Customs House. One of the cranes used in the construction of the building, not yet completed, is to be seen in the foreground of the picture.

GERMAN MINES.

SAFETY AND RESCUE PRECAUTIONS.

Robert Rother, Chief Councillor to the Mining Security Board of the Prussian Ministry for Trade and Industry, writes:

The technical standard of the German mines is a very high one. Foreign competition in the production of coal, ores, salts, petroleum etc. has, especially during the past decade, led to important improvements in the methods of mining; it has also been responsible for considerable development in the use of mechanical appliances; and it has greatly promoted rationalization of the industry, so that practically all unproductive and out-of-date plants have been closed down. The consequent increase in the capacity of the mines finds a parallel in the increased importance attached to mining security. The industry employs upwards of 3/4 of a million miners, in the interests of whose safety the Mining Security Board has been created.

Particular care is taken thoroughly to instruct not merely the mining officials, but also the miners themselves, in all that pertains to mining security and the prevention of accidents. An important advance in this direction has been accomplished by the recently introduced coal miners' examination. Furthermore, great efforts are made to enlighten, by other means, every individual miner concerning the character of the dangers involved in his calling and how to meet them; for, in subterranean mines, a blunder or an inadvertency on the part of one individual may endanger the lives of many. Information on the subject is now being disseminated by pictorial illustrations and by letter-press notices displayed at the mines and in suitable spots near the miners' homes. Many good sketches have been made by the miners themselves. A number of mining concerns have started offices of their own for the furtherance of the movement. In the coal-mining districts, the Prussian Mining Security Board runs a special cinema film illustrating in lifelike manner the prevention of accidents in mines.

The Dangers.

The dangers of the mining industry are due, partly to natural circumstances, partly to the use of technical appliances. One danger, common to all mines, is the collapse of earth and rocks. To obviate this danger use is made of wooden and iron props, brickwork and cement, and the excavation of the mines is arranged in such a way as to counteract the pressure of the mountains. The supply of fresh air is obtained in most German mines by means of ventilators, the current serving also to carry off the noxious gases emanating from the earth. In some districts of Germany, carbonic dioxide occurs in the mines and causes risk of suffocation. To meet this difficulty explosions are brought about which cause the carbonic acid gas to escape at a time when no-one is within the danger zone. One of the miner's oldest enemies is fire—particularly fire in the seams. Only very seldom can it be put out by water or by chemical extinguishers; as a rule the fire zone has to be closed by dams, which shut out the air.

In addition to these natural dangers is that caused by the use of explosives for the purpose of loosening rocks, coal, ore etc. In recent years, the German industry has consumed, on an average, 30,000 tons of explosives annually. In the coal-mines liable to fire-damp and coal-dust risks, the explosives are now being replaced, as far as possible, by pneumatic hammers. In the Rhenish-Westphalian coal districts, 70,000 mining machines are already in use, this being doubtless one of the biggest revolutions yet effected for the purpose of coping with mining risks. Other measures have also been taken with the object of rendering transit in and around the mines as safe as possible; the

HARNESSING THE TIDE.

PROVIDING CHEAP ELECTRIC POWER.

The House of Commons in last week went into Committee of Supply, and on the Ministry of Transport vote Col. Ashley said the gross total of the estimates of the Ministry was £288,296, but after allowing for appropriations in aid, the net total was £126,846—a reduction of £15,000 on last year. The sum of £30,000 in the present financial year would be paid into the Exchequer by the Central Electricity Board.

In the last two or three years' Estimates, he had put in a sum to be voted by Parliament in order that preparatory work in the general scheme of electrification in this country should be put in hand, if and when the Electricity Bill became an Act, the object being that they might not be held up in its work through lack of money. They had by this means succeeded in getting the Electricity Board to function at once.

The Board had already received one scheme from the Electricity Commissioners in respect of Scotland. One in England was in an advanced state of preparation, and two other schemes were being investigated and in a very few months would come up for consideration by the Central Board.

The Severn barrage scheme had formed a fascinating and interesting investigation. If they could by harnessing the tides find cheap and abundant power for the industrial regions of South Wales, they would have done much to decrease the price of electrical power.

This was one of those investigations which had had to proceed step by step, but the scheme had now reached a stage in which very considerable hopes were raised that it would be a success.

A model of the proposed barrage was being made and he hoped that in a definite number of years it would be possible to say that the scheme was within the range of practical politics.

large-scale working of modern mines has greatly augmented the use of locomotives, rope-railways and the like. Particularly strict regulations have recently been issued concerning the safety appliances to be employed in raising and lowering persons through the pit-shaft.

In Case of Emergency.

Intimately connected with security in the mines is the problem of rescue in the event of an emergency. For saving the lives of endangered miners most mines have a life-saving brigade of their own; the men are provided with gas-masks and other contrivances which enable them to penetrate into the cavities affected by fire or explosion. Agreements exist everywhere concerning reciprocal assistance among neighbouring mines. As a rule, motor-cars are kept ready to transport the brigades and their apparatus. Moreover, the larger mining districts have central rescue stations. The achievements made, year by year, by the brigades are proof of the excellence of the German rescue organization. First aid to the sick and injured is given in the dressing stations of the mines. A number of the men are trained in ambulance work and especially in handling gassed miners.

Mining security and rescue work are mainly organized under the regulations issued by the mining authorities of the various Federal States. The authorities also supervise the safety of the undertakings and the carrying out of the regulations. We are, nevertheless, well aware that the activity of the authorities can supply only the basis for mining security, since the prevention of accidents and the minimizing of injuries is an aim which can be accomplished solely by the closest co-operation among all concerned, whether authorities and mine-owners, or managers, staff-workers and, above all, the miners themselves.

TOTAL FAILURE.

SOCIALIST GOVERNMENT ON CONTINENT.

"Private ownership, involving personal responsibility, serves the public better than State ownership, in which personal responsibility disappears," said Dr. Arthur Shadwell, M.D., LL.D., in the course of an address on "Socialism," delivered to the School of Study for Women, organised by the Eastern Divisional Council of the Scottish Unionist Association. The School, which closed recently was held at the Gartshore Hall, Edinburgh. A special feature of the programme of lectures has been the addresses on "Trade Unionism" and "Socialism" by Dr. Shadwell.

The Socialists in this country, said Dr. Shadwell, had never been in power, but on the Continent they had been striving—absolute power in Russia, and pretty nearly as complete power in Germany, and to a less extent in Austria.

In Russia they obtained complete nationalisation of property, which was an utter and total failure. Production of every kind went down. After trying to introduce a complete scheme of Communism, abolishing the free market and the use of money, they had to reintroduce capitalism, and just in proportion as they had had the capitalist system and organisation reintroduced, the country had been able to recover.

In Germany, after the revolution, the Socialists were in complete power, without any opposition, and they were not so foolish or so hasty as the Russians. They began to look at the problem as they never had looked at it before, and they didn't quite see what they could do. A great many schemes were produced for a new economic organisation in place of the existing one, and not one of these schemes was put into operation.

In Austria it was very similar and they tried a sort of half-hearted scheme of socialisation with a little success at the beginning, which faded away and gradually came back to the ordinary form of organisation. "In all these cases they utterly failed to solve the problem of production."

Question for Socialists.

How did capitalism come into existence? The Socialists usually assumed that it was a system imposed from above, compulsorily, and they continually referred to "a state of primitive Communism," and their common argument was that they had been robbed of their heritage, and particularly the land. That argument depended upon this hypothesis of primitive Communism, which was rather doubtful from historical evidence.

Why did they give up Communism?—that was a question which was never asked by the Socialists. It was given up because they found a better way of satisfying their needs.

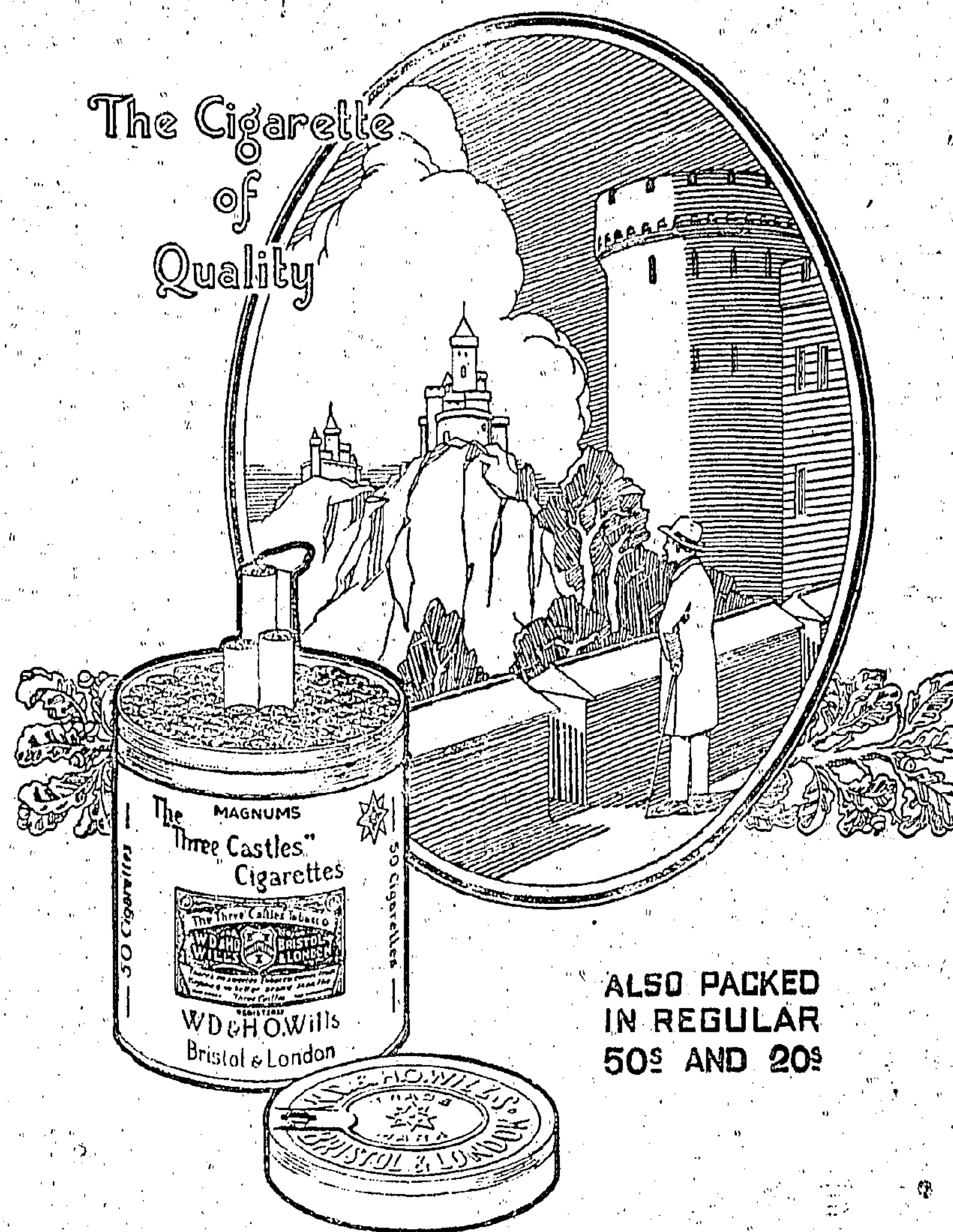
The division of labour began in a very small way, and at a very remote period, and gradually increased. Two things necessarily went with the division of labour; one was ownership of the thing made, and the other was exchange of products. The division of labour and the process of exchange developed, and to facilitate exchange they introduced a common medium—and that was money.

On that basis the capitalist system of economy gradually developed, and became more and more elaborate. It was a gradual expansion, a living organism, expanding into a system which nobody could impose. It was a living growth, and you could not take a living organism and tear it to pieces and put it together again.

Dr. Shadwell concluded with a brief reference to bureaucracy, and the assurance of the Socialists that they would not have a bureaucracy. "But," said Dr. Shadwell, "there must be officials, and bureaucracy only means officialdom—and that takes all the life out of it."

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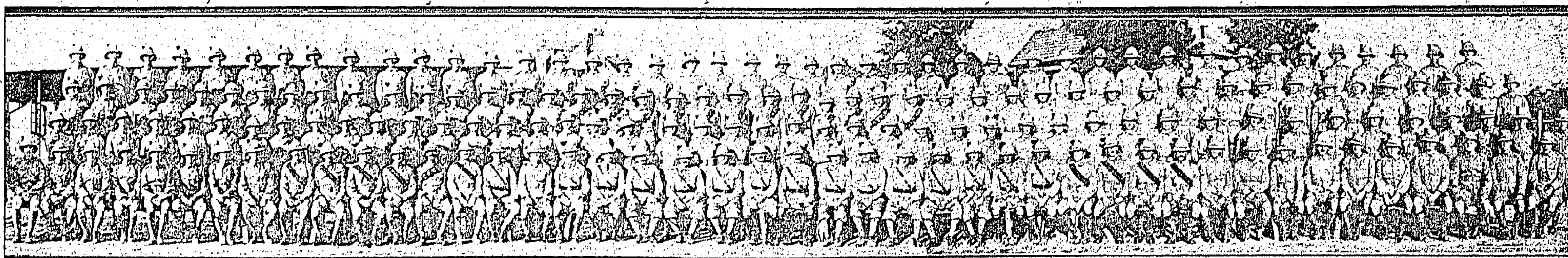
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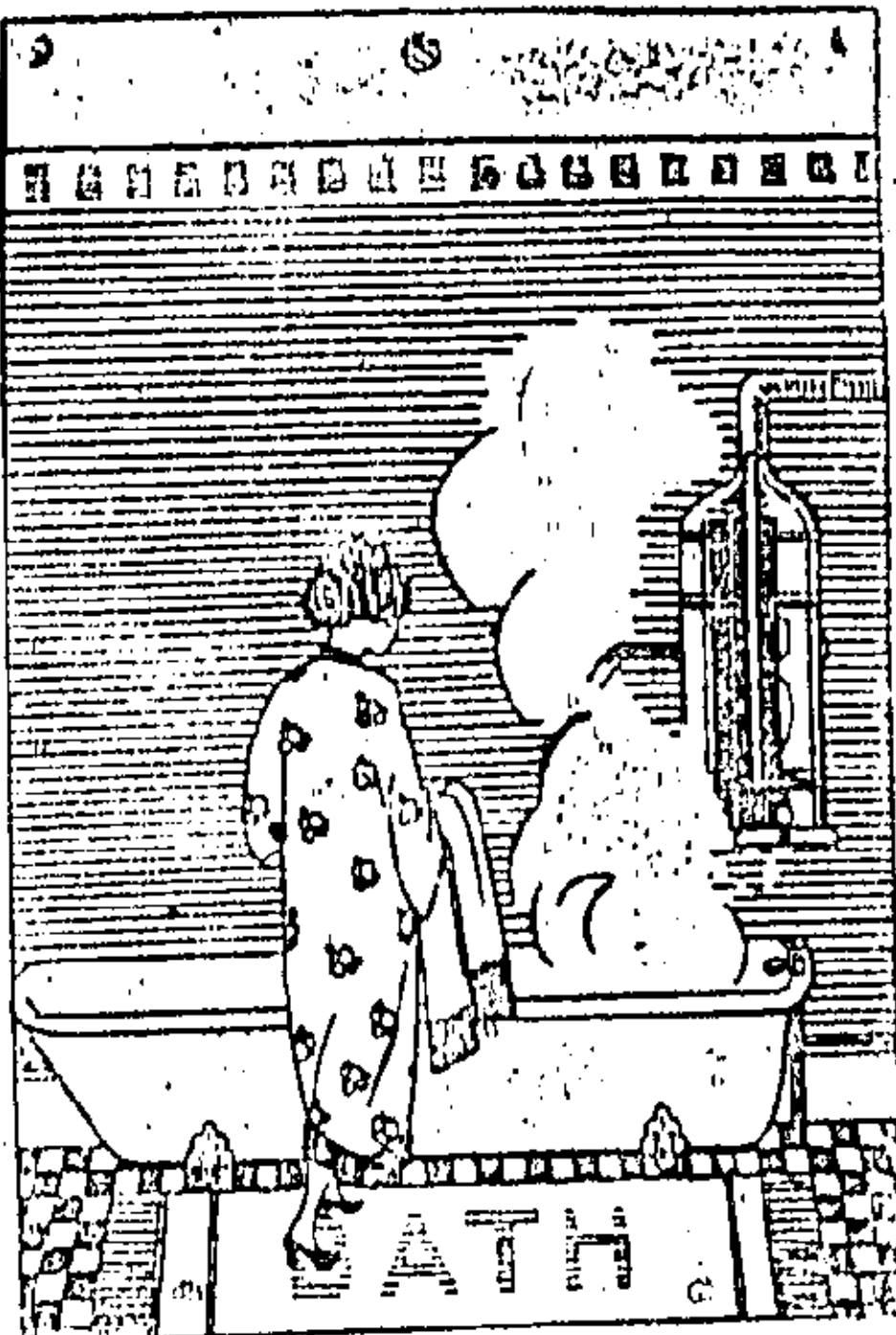
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OFFICERS AND MEN OF THE 2ND BATTALION THE COLDSTREAM GUARDS.



Group of Battalion Headquarters and Headquarter Wing, 2nd Bn. Coldstream Guards, recently taken at Waterworks Camp, on Kwochow Road. Reading from left to right, the officers are: Capt. A. R. Oram, M.C., R.A.M.C., Lt. R. L. Preston, Lt. C. B. Toller, Capt. Lord Bingham, M.C., Major L. M. Gibbs, D.S.O., M.C., Lt. Colonel P. R. B. Lawrence, M.C., Major Sir Douglas Hall, Bt., D.S.O., Lt. T. W. Forde, Lt. and Qr. Mr. D. D. Jones, M.C., Lt. R. Myddelton, Lt. R. Bucknall, Lt. and Adj. W. S. Stewart-Brown, R.M.S. W. Kyte.



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FORTUNES LOST IN A DAY.

PANIC ON THE BERLIN
BOURSE.

A slump on a scale unprecedented in the annals of the Berlin Bourse caused a wild panic among speculators. Many great private fortunes have been lost, and a number of bankruptcies are expected, says a Home paper in mail week.

Shares of all descriptions that for months past have been soaring higher and higher, yesterday came down with a rush, and the general public, who, in spite of repeated official warnings, have of late been indulging in an orgy of share buying, have suffered a rude but wholesome awakening.

So great had become the disparity between Bourse quotations and the actual value of shares in a number of branches of industry that the Government became alarmed.

The Cabinet, at a special meeting, authorised Dr. Schacht, the director of the Reichbank, to take the extraordinary step of insisting that the great German banks should forthwith reduce the sum placed at the disposal of speculators as carrying over money. The banks saw that any opposition to Dr. Schacht's self-denying ordinance would be futile and yesterday reluctantly enough capitulated.

Market Flooded.

When the news of this action trickled through on Thursday it at once began to affect the Bourse in a sensational manner.

The slump yesterday assumed extravagant proportions. The public, panic-stricken, began to throw shares on the market in heaps. Orders to cancel poured in from the provinces.

Some idea of the extent of the losses may be formed from the fact that such favourite shares as those of the German Chemical and Dye Trust have fallen by 39 per cent.

Share in artificial silk concerns have suffered most. Vereinigte Glanzstoff having fallen 150 per cent. in two days, while Schultze's Breweries shrank 80 per cent.

Brokers' boards at the Bourse yesterday were covered with the ominous double-minus sign, and round each brokers' stand were seen groups of excited and gesticulating speculators, shouting and screaming their indignant protests at the action of the bank.

There can be no doubt (says a Daily Express correspondent) that the Reichbank's action, though cruel in appearance, has tended to stave off an even worse disaster, by putting a stop to the extravagant waste and luxury of the speculating class.

"Strike of Stockbrokers?"

This new "Black Friday"—superstitious speculators point out that it is also May 13—has been brought about by Dr. Schacht's refusal to raise the German bank rate. Instead of this he peremptorily ordered all banks to ration the sums demanded by speculators and others who wanted money lent to them.

Dr. Schacht's argument is that too much foreign money is coming into Germany, which creates the impression of a false prosperity abroad. He has the Government on his side, which in view of reparation payments has looked upon the enormous rise during the past year in the value of German shares—often as much as 100 to 200 per cent.—with much disfavour.

Dr. Schacht has already tried to keep out foreign investors, eager to profit by this German boom, by a low bank rate, by prohibiting loans, and by a 10 per cent. tax on coupons. A strike of stockbrokers is under consideration (says the Daily News.)

The fall in values is generally attributed to the uncertainty of the future credit market and the uncertainty that exists regarding an increase in the bank rate.

Shares went so far that there was even talk of closing the Berlin Exchange altogether.

Wasted Credits.

The credits, which were being wasted in speculative inflation, were held by the Reichbank to be urgently needed by industry, and it is hoped that the present move will divert them in this direction. The step has nevertheless met with universal condemnation. The credits involved, it is pointed out, amount to not more than 200,000,000 marks, by no means the whole of which was being improperly diverted from industry to speculation. Even if it were the difference which it could make to the economic situation as a whole would not justify so drastic a measure as the present.

The Borsen Zeitung in a reasoned criticism points out that the step was needed, if at all, six weeks ago, when the tendency to an undue inflation of security prices was already evident.

The total losses of the investing public are estimated in some quarters at £50,000,000.

RUFFIANISM CAST OFF.

SERVICES WHICH SAVED
COUNTRY FROM RIOTING.

The sense of right and wrong is more acute to-day than in any former period, declared Mr. J. G. Meggitt, the new chairman of the Congregational Union of England and Wales, at the annual assembly of the Union in London last month.

Notwithstanding pessimism and apparently outward signs of a discouraging nature, the Church as a whole is exerting as great an influence in the life of the nation as at any previous period in its history.

Am I not right in saying, he continued, that the public life of our country is cleaner and, taken as a whole, freer from reproach. Regard for the decencies of life in all classes is immeasurably greater than in past years.

Man has never striven more nobly or more successfully to help his fellow-man. Never was there so much love in the world as to-day. Even our strikes and lock-outs, disastrous as they are, are conducted in a more humane manner.

In short, the whole community is imbued with a kinder and a gentler spirit.

For much of this we are indebted to the Press. The fierce light and the influence of the Press is a deterrent to evil-doers.

Fewer Hardened Criminals.

In a review of the past fifty years, it will be found there are far fewer hardened criminals. Serious offences against the person are less frequent, and crime is less brutal. Crime may be more scientific, but it has certainly cast off the ruffianism of former days.

One factor that has helped to give us a more sober nation is the heavy increase of taxation that drink now has to bear.

If the consumption of liquor is lessened by heavier taxation, is it not reasonable to assume that a similar scale of taxation would lessen the volume of betting, one of the greatest social evils of to-day?

I recognise that in all classes there is grave and serious discontent. This discontent is a healthy sign that the nation is ever setting before itself a higher standard and a higher ideal. Education has opened to eyes of our people.

Referring to the vast sum (more than £100,000,000) spent annually by the State on social and ameliorative services, Mr. Meggitt declared that the spending of this vast amount of money alleviates greatly the hardships of those who are less fortunate in the struggle of life. Without relief of this nature, especially for unemployment, our land would unquestionably have been face to face with great social upheaval, possibly such revolutionary rioting as England has never seen. It has been frequently asserted that some of this relief has been abused. That is probably true. Yet I have no hesitation in saying that this money given by the State has been less misused than the money of idle wealthy people who squander their riches in luxury and licentiousness.

DYED KIPPERS.

HERRINGS "TOUCHED UP" TO
IMPROVE APPEARANCE.

In the House Commons in mail week, Mr. T. Johnston (Lab., Dundee), asked whether the attention of the President of the Board of Trade had been drawn to recent instances when herrings treated with dye had been sold as kippers; whether he was aware that in one instance boxes of kippers coloured with dyestuffs, were supplied to a Colchester retailer at 2s. 4d. a box, and retailed by him at 12s. 10d. per box; and what steps it was proposed to take to safeguard the public in this regard.

Col. Walter Guinness said he was aware that it was the practice of some curers to use dye for improving the appearance of herrings sold as kippers. He had no power to prevent this practice unless the colouring material was injurious to health.

With regard to the last part of the question the whole subject of the price of fish was being investigated by the Food Council.

Mr. Johnston—Are we to understand that the Government is helpless in a case of this kind?

Col. Guinness—This particular case seems very exceptional. The wholesale price quoted is about half the average wholesale price, and the retail price is very much higher than the average. I have sent particulars of this case to the Food Council for inquiry.

Mr. Womersley—Is the right hon. gentleman aware that this dye is only a vegetable dye and is not in any way injurious? In fact it improves the appearance of the fish. (Laughter.)

No answer was returned.

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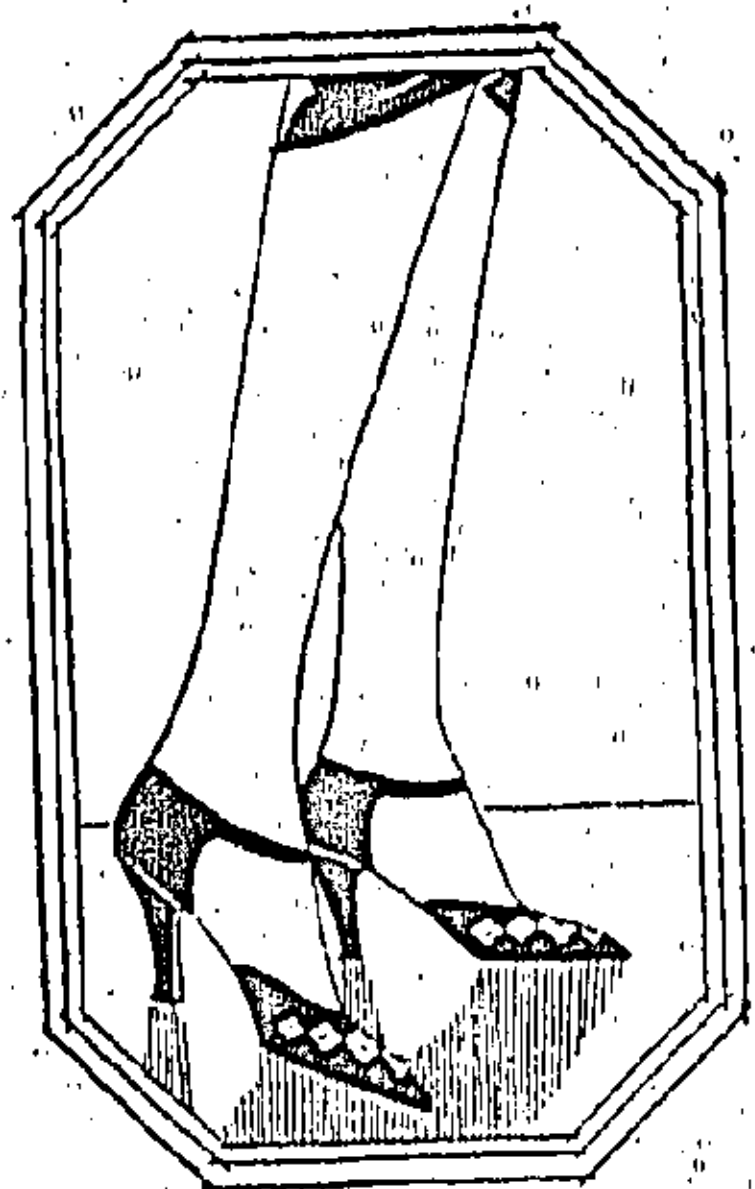
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EFFECTIVE.

Metal mesh appliances are
very effective on coloured satin
evening slippers.HOW TO USE A LEFT
OVER BIRD.

A DELICIOUS SUMMER SALAD

This isn't going to be particularly economical—but why should we always be economical? Says the Chef, gaily assuming that we have had a bird of some sort the day before, "Take the remains of a cold bird," and proceeds to add that we also require lettuce, lemon, two tablespoonsful of salad oil, two eggs and some mayonnaise sauce. To bring the dish within the realms of the practical, he says we can have "the bottled kind," although he makes the concession reluctantly, preferring that we should stand for hours evolving the only kind of sauce to which he would accord the title "mayonnaise." Well, you cut up the remains of your cold bird (game being extremely suitable when in season) into small pieces. Place them in a basin, sprinkle them with a little salt and cayenne pepper; add the juice of the lemon and the oil. Put them on one side for two hours, occasionally turning them over. Prepare some lettuce and thoroughly dry it. Shred it into a salad bowl, place the pieces of meat upon it, and pour mayonnaise sauce over the whole. The mayonnaise should not be poured over a salad of this nature until the moment of serving. Decorate with two hard-boiled eggs, the whites cut in rings and the yolks rubbed through a sieve and sprinkled over the top.



A charming garden-party frock composed of blue and pink figured crepe de chine, accented with plain pink. The accompanying hat is in matching blue soft straw, with a cluster of pink flowers at the side.

IF YOU WOULD BE SLIM.

A SIMPLE DIET.

The two most successful treatments for attaining the fashionable slimmness have been found to be the orange method and the apple treatment. Both are said to be quick reducers, and both tend to improve the complexion and give a clear, fresh look to the skin.

If you decide to try the orange treatment, you must make up your mind to exist on orange juice alone for three consecutive days, taking neither tea, milk, nor water during that time. If you decide to try apples, then you must observe the same method, making your meals for the three days consist solely of apples. You may take them raw, baked, or stewed, but no sugar may be used in cooking the fruit.

Rest is Essential.

Before starting the treatment you should weigh yourself, and decide how much you wish to lose. Then commence by existing for three days solely on the fruit you have chosen. Spend at least half the day during the "fast" in bed, and take no strenuous exercise for at least three days after you return to normal food. Remember that only very small meals should be taken on the fourth day and no flesh-forming diet included. This is the first week's treatment. During the second week, one day only should be devoted to the fruit "fast," during the third two days, and for the fourth week one day. At the end of the month a considerable amount, often as much as ten pounds, will have been lost.

The amount of weight lost varies with individuals, for, of course, as in all treatments, some people respond to the method better than others. It is advisable to ask the advice of a medical man who has full knowledge of your state of health as to which treatment is likely to be the best in your own case.

The fruit and rest treatments, however, are so simple that any woman in normal health would not be likely to experience any but good results from them. Many of us, quite apart from the question of slimmness, would profit by living for a while mainly or entirely on fruit, and extra rest, so long as both mind and body are really resting, would be a great boon to hundreds of over-energetic and often overwrought women.

A Lighter Mind!

One woman who took the apple treatment course for slimmness declared afterwards that she was not only lighter in body, but in mind; that her skin felt and looked better, her eyes were brighter, and that worries by which she had seemed to be surrounded had simply faded away with the lost weight!

JEANNETTE.

NEW IDEAS IN
ILLUMINATION.

If you are the happy owner of some beautiful old china and a cabinet in which to keep it, have you ever considered the decorative value of installing small hidden electric lights in the cabinet, in order to display the china at night-time? With a wall plug close by it is not at all a difficult matter to arrange, and a local electrician would fix up the whole thing, including the special tubular lights, for a very small charge.

Another illuminating idea which is finding favour just now is to light up window or door curtains with concealed bulbs. Of course, the curtains themselves must be really beautiful to warrant the extra light thrown upon them. But nowadays curtains mostly are beautiful, and the beautiful ones are cheap, so that the whole scheme is easily within the means of the ordinary home.

One-sided Effects.

Paris favours the one-sided effect in innumerable frocks. Ruffles running up the left side, flares on one hip, pockets on one side, waist jabots on right side only and flower ornaments on one side are some of its interpretations.

THE LAST WORD IN SUMMER LINGERIE.



The last word in foundations for lady's summer wardrobe. Seated—tailored glove silk camisole; upper left—a Russell black georgette evening set, and right—silk lounging pyjamas; below, left—lace trimmed georgette slip-in, and right—a petticoat in tea rose satin with lace inserts.

OVER THE TEACUPS.

(Special to the Telegraph.)

London, May 5.
Stephanie's sketch is of a delightful garden-party frock illustrating the present fondness for accented-pleated effects. The material is figured crepe de chine, edged with a plain colour of a predominating tone in the pattern. The low swathed belt, terminating in a centre buckle, and the bow with long ends on the shoulder are two fashionable notes which you will do well to take into consideration when evolving a special frock. Hats, as I think I have pointed out before, when they are large are only large in front, the back of the brim being either non-existent or turned up sharply. Some of the new models are in soft, pliable straw in pastel shades to match the gowns with which they are worn. In the case of the toilette under discussion, the gown was of blue and pink figured crepe de chine, banded with plain pink; while the hat was of a matching blue straw with a cluster of pink flowers at the side. Note the little Early Victorian parasol which makes one think that the owner ought to be taking the air in a barouche; one more fashionable incongruity!

If you have been reading the papers, you will have noticed the predominance of "metal" and coloured brides this season. The fashionable bride is turning up in gold, silver, oyster and pink, and all sorts of entrancing schemes. I must say that while departing from "tradition"—a word which means so much to us as a community—the colour idea is very charming, and much less "trying."

Is That So?

And now, for one brief moment, I am going to be terribly well informed and tell you that with the opening of the Royal Opera, Covent Garden, this week—upon



Hemstitching forms the sole note of trimming on the newest and daintiest lingerie. Materialised in finest handkerchief lawn, this set is pleated in front of the bodice and at the sides of the skirt.

which occasion Princess Mary occupied the Royal Box for the performance of *Der Rosenkavalier*—the London Season opened. The great majority of us are not particularly concerned with the London Season in the social sense, but we do, indirectly, take a great interest in the principal events; and in some cases, like the Derby, Ascot, the polo and cricket matches, our interest is more than indirect. Looking down a list of "fixtures" for the Season, I find that all our Royal Family, especially Their Majesties and the Prince of Wales are due to attend any amount of social and semi-official functions, which points to the fact that the season will be what the pulka society writers call "brilliant." But we all know that each season is more "brilliant" than the last... although we don't perhaps notice it!

On With the Dance.

When Mr. Charles B. Cochran, the famous impresario who, incidentally, organized a gigantic

CARE OF ORIENTAL
RUGS.

If these rugs are in a hall or lobby, they are subjected to a great deal of hard wear.

The chief point to remember is to remove the mud and grit at once, otherwise it is rubbed into the carpet and the colours are spoiled.

Light, regular cleaning is best. Go over the rugs every day with brush, vacuum, or sweeper, always sweeping with, not against, the lie of the pile.

Oriental rugs should not be beaten, as that may break the warp and loosen the knots, thus causing holes.

When possible, avoid placing heavy furniture on these rugs.

If they get very dirty it is more economical, in the long run, to send them to be cleaned by a firm that specialises in Oriental makes of carpet.

Charleston ball some time ago, you remember, was talking to me about the dance, and others of the same kind, he was very anxious to refute the idea of "decadence" in connexion with it. "There's nothing decadent," he said, "merely primitive. It is the sort of step which children fall into naturally."

When I saw a little child of nine, who was taken by her mother to an "At Home" given by a prominent society hostess, execute this apparently intricate dance—stage version—in a most finished manner, I began to think there was something in Mr. Cochran's statement. This little maiden, by the way, had merely been "collected" from a dancing-class en route by her mother, and had no intention of giving a performance before so large an assembly. My own offspring has mastered the steps completely while I have been tentatively wrestling with them, and she has seen but six summers. So let us call the Charleston a simple little dance!

FASHIONS FROM PARIS.

THE PREVAILING MODES.

The clothes question is the most difficult, even for the woman with any amount of money, and few of us have that now.

You have a choice of two styles this year. The very, very feminine, or the hard masculine. Personally, I like the feminine, though there are girls and women who look attractive in the boyish style of dress. You see lots of women with the dinner jacket kind of frocks. You know what I mean, tight satin skirts and coats of jet, or lame, or sequins, fastening at the waist with a big jewelled button, and showing lace or satin in front. When the face is very made up the eyebrows finely arched and marked, the hair drawn back from the brow and closely cut behind, this sort of thing has style. But do you like it? I don't. In the day time the same girl puts on hard, tailor-made things, and hats like John Bull wears in pictures, or some little uncompromisingly stiff straw.

The Charm of Feminine Clothes

No; give me the womanly woman who can make even a hard tailor-made look soft. Just now the feminine features look like flowers in their soft little chiffon and georgette dresses, some plain, some figured, some tucked, some pleated. Two sorts of material, put together, or one sort used two ways of the stuff, make up into dear little frocklets. You can let hands of flowered material into a plain one and get good effects. You can use checks with plain material in a dozen ways. A waistcoat front of light checked or plaid taffeta, in a dark taffeta dress, is fresh and dainty. Take one of the sage blues and have a checked blue and white front, cuffs and collar, and add to the skirt a checked hem. It is charming. The same thing in black and white looks well, too.

Then the flowered chiffon frocks, with sleeveless coats, or shawl capes, or just bertha capes to match. These, too, are dainty as the dawn in summer. Little flower patterns are newer than the big ones, and you can have them in crepe de Chine, georgette, or chiffon.

A Summer Ensemble.

I have had great success myself, with a dress of black georgette, embroidered in bright colours all round the skirt in a band quite a foot and a half deep. The rest of the dress is quite plain, with long transparent sleeves, mildly bishop in shape. This is a good way of wearing black, since you get the sober feeling and yet look cheerful. I wear a string of coloured beads to go with one of the colours in the embroidery round the neck. The décolleté is a shallow V in front, not behind, and the shoulders are finely tucked, to give that nice flat look and some fullness to the bodice over the bust. That is very important. With it I wear a little black silk hat, embroidered deeply round the crown to match the skirt. My stockings are beige, so are my gloves. My shoes are black, so is my bag. I also wear a black georgette slip under it, and show no sign of my under-wear on the shoulders. I dislike the look of untidy straps showing through transparent frocks, don't you?

The only way to avoid looking ordinary is to study the best Paris styles, not the cheap ones, and when you copy them, simplify the materials and handwork. In this way you get the right lines and colours and have good looking dresses. You must study style hard and consider them in regard to your particular type of figure before choose.

YVETTE.

FOR THE VERY
LITTLE ONES.

Very small children must, of course, wear bibs at meal-times, and to the modern child this necessity is no trial and does not feel at all like a disgrace. On the contrary, when the little one's feeder is a jolly-looking bunny, cat or penguin in the gayest of colours. The colours are not only bright but washable, the paints used being the outcome of patient testing, and the bibs are made of rubber. Well-known artists are among the designers, so that it is not surprising that the animals are lovable and life-like.

POCKETED.



The quaint charm of this new chemise of flowered white glove silk is in its two little pockets. It is trimmed with bands of apricot silk.

THE RIGHT WAY TO
SERVE FRUIT.HINTS FOR THE SUMMER
TABLE.

Always choose perfectly fresh, ripe, but not over-ripe fruit for the table.

Never put everything higgledy-piggledy on a dish, the softer kinds of fruit are bruised and bloom is rubbed off. Oranges, apples, pears and bananas may be grouped together, but have separate dishes for grapes, plums, mangoes, peaches, etc.

A water melon, or pineapple is given a plate to itself. If melon is served for breakfast or lunch in the American way, it is usual to cut it up ready into quarters, and put one on each plate. When it forms the first course at either of these meals, salt or pepper are offered with it; instead of the caster sugar preferred at dessert. The popularity of grape fruit as the preliminary course to most meals in summer time is greatly increasing. This fruit is always sent to table cut in halves and arranged on the plates. Most correctly it should be packed in a little circle of crushed ice. Caster sugar is offered.

One of the old-fashioned Sheffield plate grape holders, on to which handsome bunch may be hung in the natural manner, is the ideal method with grapes. Otherwise the bunches should be arranged on their own leaves in a wide, shallow dish. Don't break up a big bunch. A large one of white grapes looks well laid beside another of black. Grape scissor must be placed ready for use.

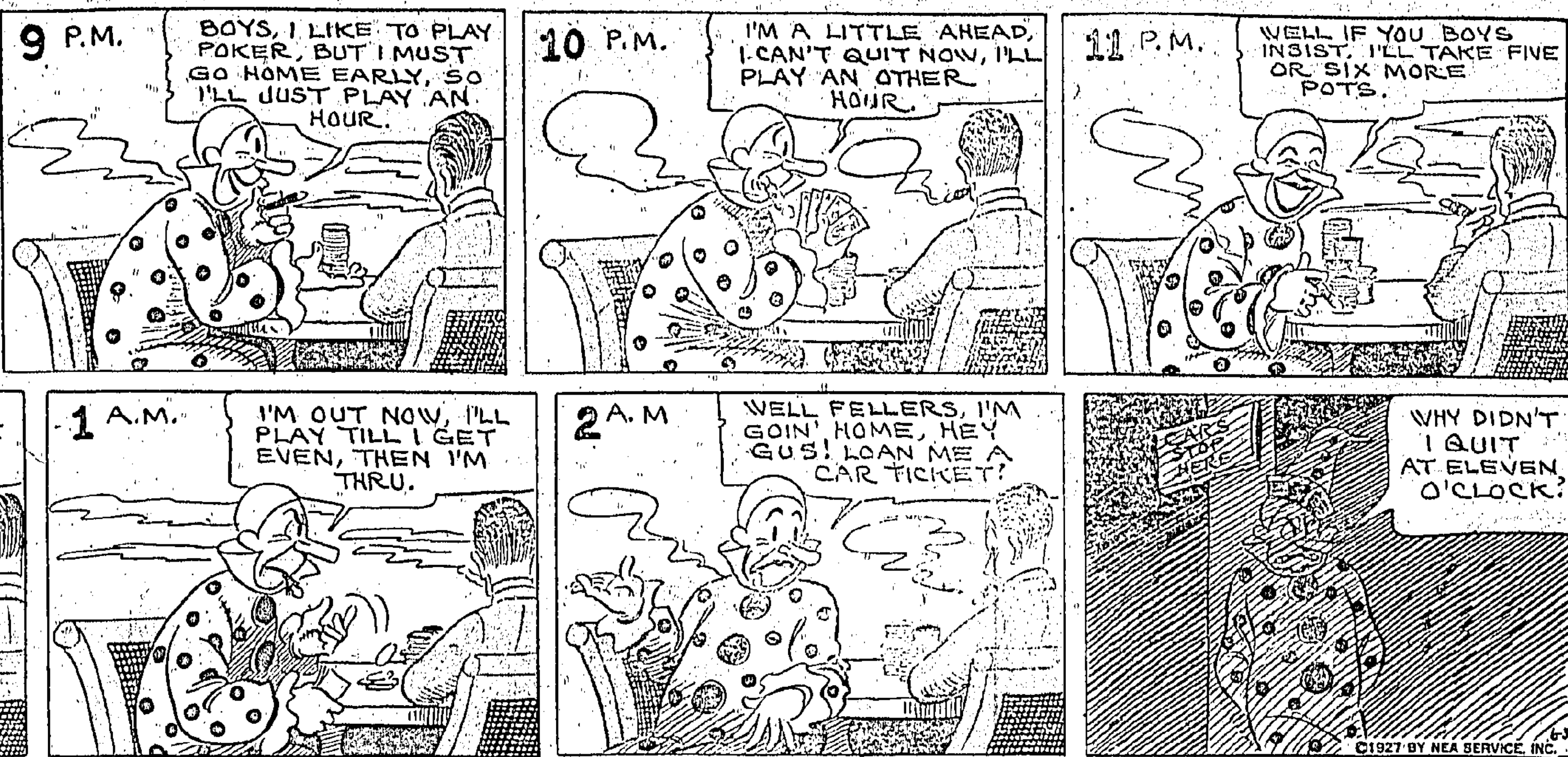
Fruit dishes should always be lined with vine, or some other big freshly picked leaves.



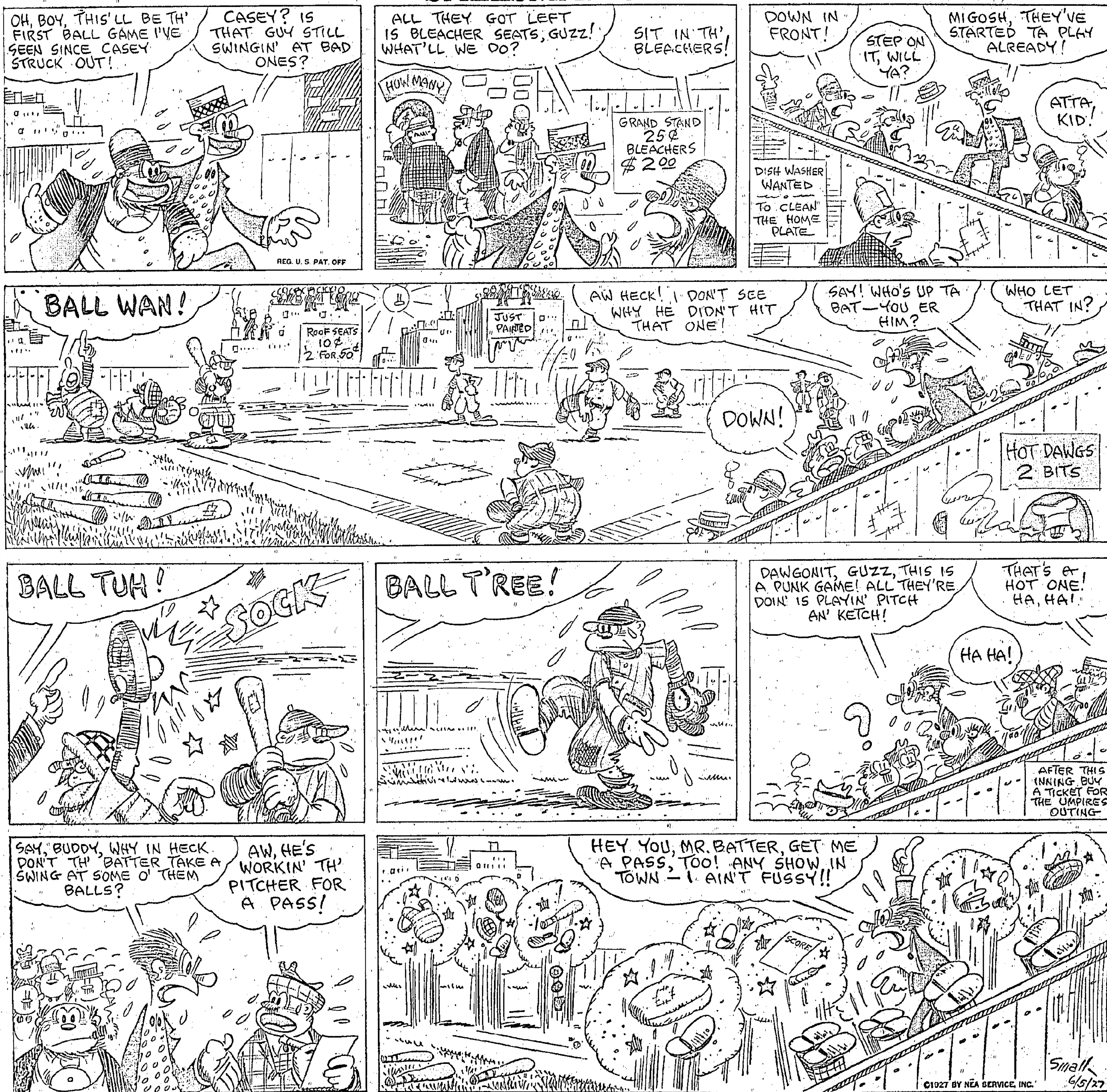
Dark red crepe de chine and georgette in the same shade are employed for this useful semi-evening toilette; the crepe forms the over-dress, while the pleated georgette materialises the slip beneath.

Jo-Jo THE JESTER

By JIM AVERY



SALESMAN SAM



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COUNTY CRICKET.

SENSATIONAL GAME AT BRISTOL.

HAMMOND AT IT AGAIN.

Hammond continues to draw the attention of the whole world of cricket. Against Essex at Bristol in the most remarkable scoring match of the season, he scored 105 (not out) thus completing his ninth century of the season, and his fourth in consecutive matches. Dipper and Neale also made centuries for Gloucester, and Cutmore, the Essex professional hit up a lively 238 not out.

In the course of the game 983 runs were scored and only eight wickets fell.

Yorkshire were on the winning side again, but the majority of matches were subject to interference by rain. Northants defeated Worcester, V.W.C. Jupp playing a great part in the victory.

The Oval match was fraught with considerable danger for Surrey against Warwickshire, but a brilliant recovery was made in the second innings.

The principal individual performances follow:

Batting.	
Cutmore (Essex).....	238*
Dipper (Gloucester).....	185
Ducat (Surrey).....	166
Parsons (Warwick).....	135
Holmes (Yorkshire).....	126
Barling (Surrey).....	124
Kennedy (Hants).....	118
Oldroyd (Yorkshire).....	111
Hammond (Gloucester).....	105*
Neale (Gloucester).....	100
V.W.C. Jupp (Northants).....	97
* Not out.	

Bowling.	
Clark (Northants).....	8 for 59
V.W.C. Jupp (Northants).....	5 for 46
Rhodes (Yorkshire).....	4 for 26
Bowley (Sussex).....	4 for 41

HAMMOND'S NINTH CENTURY.

Colossal Scoring at Bristol.
London, June 17.
Colossal scoring, the bowling being mastered completely was the feature of the match at Bristol between Gloucester and Essex; 983 runs were scored in the aggregate and only 8 wickets fell.

Essex batting first declared when 578 runs were on the board for 6 wickets, but Gloucester's reply, although the Essex total was not reached was even more remarkable, three of the first four batsmen making centuries, while only two wickets had fallen when rain brought about an abandonment of the game. Each side receives four points from the match under the new rule which states that if no result on the first innings is attained, four points will be awarded to each side, provided that not less than six hours of actual play had taken place.

Hammond scored his ninth century of the season, and his fourth in consecutive matches, being undefeated at the close.

Neale and Dipper (Gloucester) and Cutmore (Essex) also reached three figures.

The scores were:
Essex: 578 (for 6 wickets decd.).
Gloucester: 405 (for 2 wickets).

Cutmore made the highest score of his first-class career in the Essex first innings, scoring 238 not out, and he was associated in long partnerships with Hipkin, who made 80, and O'Connor, whose personal contribution fell just nine short of the century. J. W. H. T. Douglas applied the closure when six wickets had fallen.

Faced with a seemingly impossible position, Gloucester made a wonderful effort, Neale scoring 100, Dipper 185 not out and Hammond 105 not out. The match was abandoned at this stage owing to rain.

SURREY GET A SHOCK.

Splendid Second Innings Recovery.
Warwickshire gave Surrey a shock at the Oval, dismissing them for 153 and forcing a follow-on. Surrey made a wonderful recovery in their second innings and at the close of play had compiled a score of 427 for the loss of only three wickets. Warwickshire were at that stage only 99 behind, and they gained five points for a lead on the first innings.

Three centuries were made, the scores being:

Warwickshire: 481.
Surrey: 153 and 427 (for 3 wickets).

In the Warwickshire innings, the veteran Parsons made 135.

R. E. S. Wyatt contributed 70, and Mayer was not out with 74 to his credit. P. G. H. Fender was the most successful Surrey bowler, but his five wickets cost 140 runs. Howell took four wickets for 65 runs in the Surrey first innings, and in their second, Barling made 124, Andy Ducat 166 and Daily 55.

YORKSHIRE VICTORY.

Somerset Offer Feeble Opposition.

Yorkshire returned to winning form by defeating Somerset at Bradford by an innings and 152 runs. Oldroyd and Holmes compiled centuries.

The scores were:
Yorkshire: 486 (for 7 wickets decd.).
Somerset: 140 and 194.

For Yorkshire, Oldroyd and Holmes made a good stand, the former scoring 111, while Holmes made 126 before he conceded his wicket. Leyland contributed 66, and Roy Kilner tallied 56.

Somerset failed in both innings, the only score of note being that of A. E. S. Hippon, who made 59 in the second innings, in which Rhodes took 4 wickets for 26 runs.

NOTTS NEAR DEFEAT.

Outplayed by Hampshire.

Notts lost valuable points to Hampshire at Portsmouth, and but for the intervention of rain, looked likely to be defeated. Hants gained five points for a lead on the first innings, and when the Hon. H. L. Tennyson declared in their second innings, Notts were over 500 runs in arrears.

The scores were:
Hants: 296 and 361 (for 9 wickets decd.).
Notts: 147.

In the Hants first innings, Newman scored 72 and Livsey 56 not out. The leading contributors in the second innings were Kennedy (118), Mead (64) and Newman (78).

Hampshire gave Notts all day to-day to score the runs necessary for victory, but no play was possible owing to rain.

V. W. C. JUPP IN FORM.

Northants Easily Defeat Worcester.

V. W. C. Jupp was in brilliant form for Northants against Worcester, scoring 79 in the first innings, falling three short of his century in the second, and taking 5 wickets in the closing stages of the match.

Northants, playing at Worcester, defeated the home county by 157 runs, the scores being:
Northants: 239 and 282.
Worcester: 218 and 146.

In the Northants first innings, Bellamy, the wicket-keeper, scored 64 and V. W. C. Jupp 79. In the second, Adams compiled 59 and Jupp 97, while Root took 5 wickets for 77 runs.

Clark, the Northants left-arm fast bowler, took eight Northants wickets for 59 runs in their first innings, and Jupp took 5 for 46 in their second. Lane scored 57 for Worcester in the second innings.

A CLOSE GAME.

Courageous Sussex Declaration.
Although only 124 runs ahead, Sussex declared in their second innings against Cambridge University on a wet wicket, and five wickets had fallen for only 82 runs when the game was left drawn.

The scores were:
Sussex: 329 and 151 (for 9 wickets decd.).
Cambridge: 352 and 82 (for 5 wickets).

In the Sussex first innings, Bowley scored 82 and Tate 59, while L. G. Irvine took 5 wickets for 96 runs.

For Cambridge University, Judd made 93, E. W. Dawson 54, and R. M. V. Robins 85, Bowley being the most successful bowler, taking 4 wickets for 41.

RAIN INTERFERES.

New Zealand in Strong Position.

No play was possible on the third day at Leicester, where the match between Leicestershire and the New Zealand tourists was left drawn. The visitors were in a fairly strong position at the close of play, the scores being:
New Zealand: 371 and 165 (for 9 wickets).

Leicester: 242.

M. L. Page (74), H. M. McGirr (56) and C. C. Dacre (90) were the principal scorers for New Zealand in their first innings, while Snary took 5 wickets for 66 runs.

MOTOR-CYCLE RACE.

IRISHMAN SETS UP A RECORD.

London, June 17.
At Douglas, in the Isle of Man, the Senior Tourist Trophy motor-cycle race was won by the Irishman, Alec Bennett, riding a Norton machine, his time being 3 hours, 51 minutes and 42 seconds, and his average speed 68.41 miles an hour, which is a record for the full course of 264 miles. Guthrie, riding a New Hudson, took 4 hours, 0 minutes and 4 seconds, and Simister, on a Triumph, 4 hours, 1 minute, and 3 seconds, coming in respectively second and third.—*Reuter.*

FRENCH OPEN GOLF TITLE.

WON BY BRITISH ENTRANT.

Wimereux, June 17.
Mellor has won the French Open Golf Championship, defeating Brower (American) two up.—*Reuter.*
[Mellor is the well-known Isle of Wight player.]

U. S. GOLF TITLE.

ARMOUR WINS IN PLAY-OFF.

Oakmont, Pennsylvania, June 17.
Tommy Armour, who tied with Harry Cooper in the match for the American Open Golf Championship, has won in the play-off.—*Reuter's American Service.*

LAWN TENNIS.

ANOTHER AMERICAN WIN.

London, June 17.
At Manchester, in the lawn tennis doubles, Tilden and Hunter beat Crole Rees and Eames, 6-4, 6-3, 7-5.—*Reuter.*

SINGAPORE GUNMEN CAPTURED.

ATTEMPT TO RESIST ARREST.

Two Cantonese gunmen were arrested in Middle Road, Singapore, on Friday night last week, after a determined struggle with two European officers, following an attempt by the men to draw their revolvers on the police.

Receiving information that the men would be in a coffee shop in Queen Street between 7 and 8 p.m., Mr. Nicol, Asst. Superintendent in charge of Rochore division, and Captain Cooke, M.C., arrived in the vicinity a little before 7 o'clock with a party of police in plain clothes.

A few minutes later the men were seen to enter the place, and, having made their arrangements, the European officers entered.

Both gunmen drew their weapons (which were fully loaded) immediately they saw the officers. But the latter were too quick for them.

A struggle ensued, the men making a determined attempt to throw off their captors and get away.

The native Police rushed in and rendered assistance in handcuffing the men, who were found to have extra ammunition in their pockets.

Shooting Affair.

A Chinese had a narrow escape in Queen Street the same night, when a shot fired at him by one of a pursuing couple of armed members of a secret society passed through his trousers.

Six men accosted him and accused him of being a Police informer. The next instant, two of the men drew pistols.

The threatened man dashed off and was fired at as he ran.

The health bulletin of Eastern Ports for last week, issued by the Principal Civil Medical Officer, contains the following cases: Plague, Rangoon, 5, Bassein, 4, Bombay, 3, Colombo, 2, Bangkok, 1, Cholon, Haiphong, 28, Calcutta, 22, Bangkok, 3, Saigon, 2, Bassein and Tourane, 1 each; Small-pox, Calcutta 44, Madras 3, Banjarmasin and Belawandeli 2 each and Alexandria 1.

Passengers departing yesterday by s.s. Changto for Australia included Mr. A. McKirdy, while travellers to Japan by s.s. Aki Maru included Mr. E. des Voeux and Mr. J. Duguid.

M. L. Page again held his end up in the second innings, scoring 69.

For Leicestershire, Shipman made 62 runs. The wickets were taken by M. Henderson (5 for 67) and R. C. Blunt (4 for 53).—*Reuter.*

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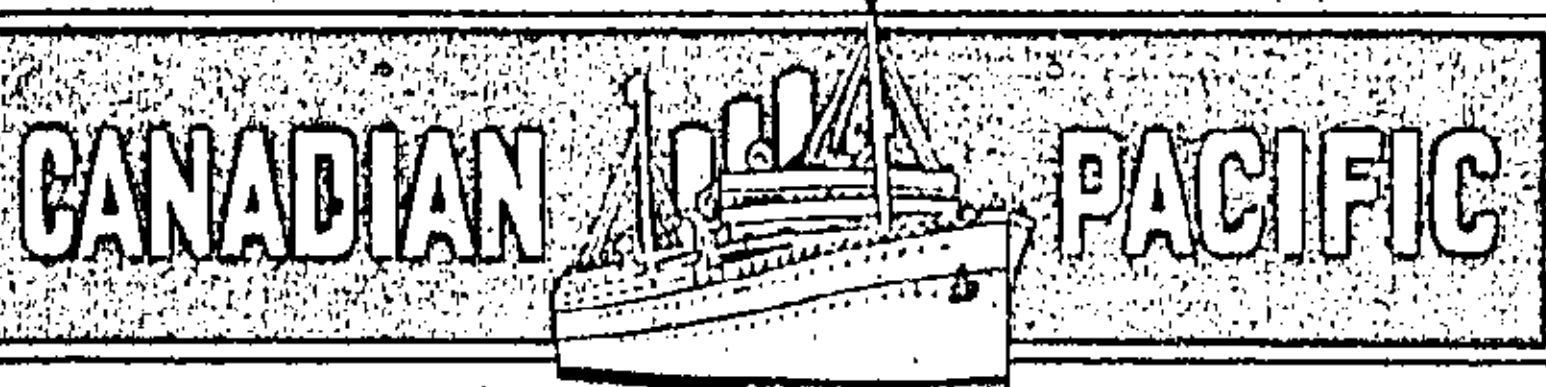
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Through bills of Lading issued to Beira, Quilimane, Ibo, Port Amelia, Mozambique, Chinde, Inhambane, Zanzibar, Mombasa, Kilindini, Port Nolloth, Luderitz Bay, Walvis Bay and Madagascar.

For freight or passage on any of the above lines apply—

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ELECTRIC WELDERS.

MECHANICAL AND

ELECTRICAL

ENGINEERS.

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LENGTH 787 FEET.

LENGTH ON BLOCKS 750 FEET

DEPTH ON CENTRE OF

SILL (H.W.O.S.T.) 34 FT. 6 IN.

—THREE SLIPWAYS—

CAPABLE OF HANDLING SHIPS UP

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ELECTRIC CRANE AT SEA WALL CAPABLE OF

LIFTING 100 TONS AT 70 FEET RADIUS.

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TELEPHONE No. 212.

CALL FLAG: "C" OVER "ANS. PENNANT."

BUTTERFIELD & SWIRE, Agents

HONGKONG, CHINA & JAPAN.

THE HONGKONG & WHAMPOA DOCK CO., LTD.

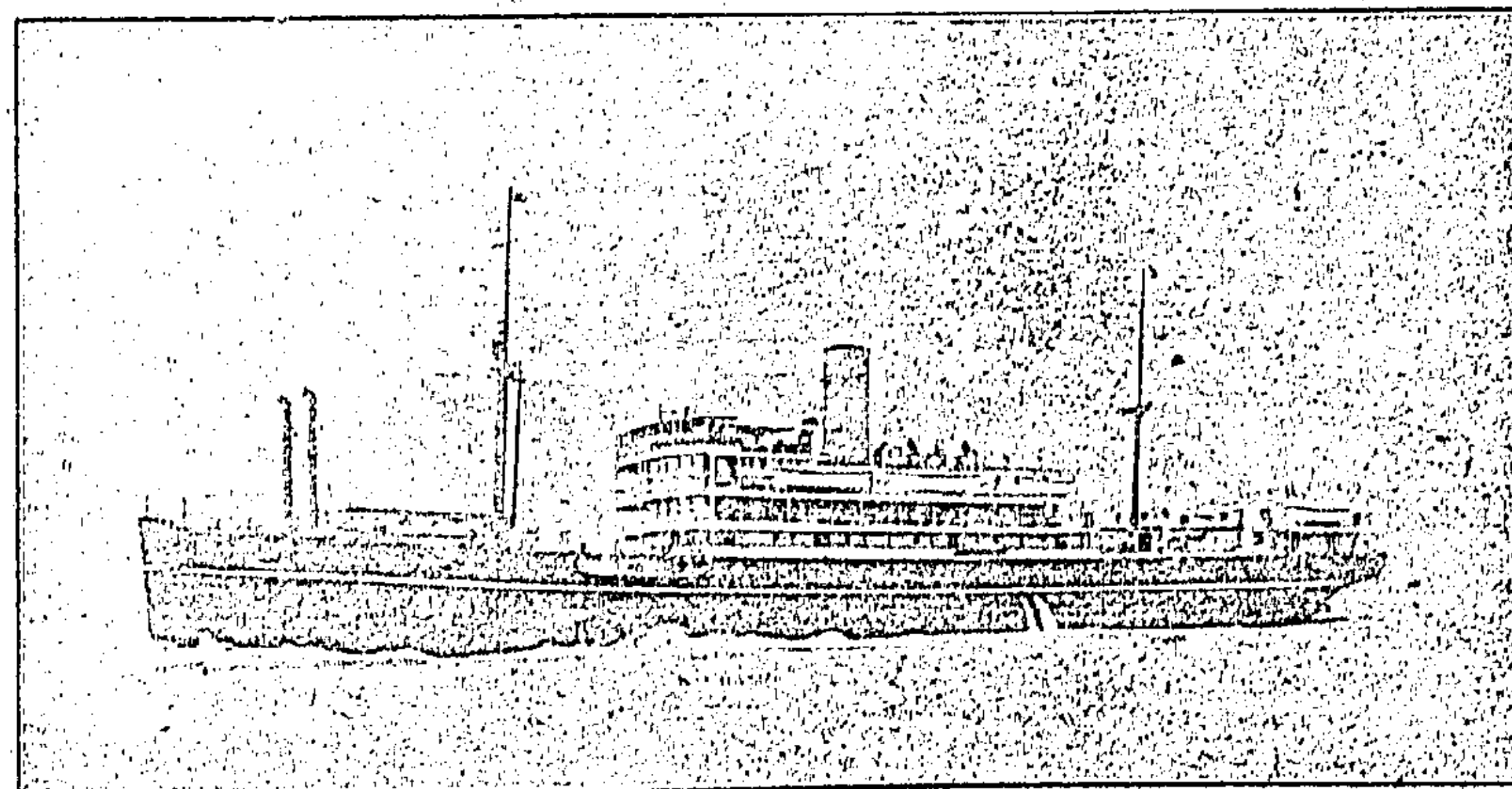
TELEGRAPHIC ADDRESS "MANIFESTO", HONGKONG;

Code Used: A1, A.B.C. Fifth Edition; Engineering: First and Second Edition.

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Brass Founders, Forge Masters, Electricians.



S. S. "CHANGTE"

Passenger and Cargo Vessel Built and Engined at the KOWLOON DOCK by THE HONGKONG & WHAMPOA DOCK Co., Ltd. to the order of the AUSTRALIAN-ORIENTAL LINE, Ltd.
 For Australia-Hongkong Service.

Please address enquiries to the Chief Manager:—

R. M. DYER, B. Sc., M.I.N.A., Kowloon Dock, Hongkong.

NYKLINE

SAILINGS SUBJECT TO ALTERATION.
SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.
KOREA MARU (Calls Koolung) Tuesday, 28th June, at 10 a.m.
SHINYO MARU (Calls Koolung) Tuesday, 12th July, at 9 a.m.
***SIBERIA MARU** (Calls Koolung) Tuesday, 26th July.
 *Calls Los Angeles
LONDON via Singapore, Suez, Marseilles & Ports.
SUWA MARU ... Saturday, 18th June, at 11 a.m.
FUSHIMI MARU ... Saturday, 2nd July, at 11 a.m.
HAKOZAKI MARU ... Saturday, 16th July, at 11 a.m.
SYDNEY & MELBOURNE via Manila & Ports.
TANGO MARU ... Wednesday, 22nd June, at 11 a.m.
AKI MARU ... Wednesday, 20th July.
BOMBAY via Singapore & Colombo.
GENOA MARU ... Monday, 27th June.
SOUTH AMERICA (WEST COAST) via Japan, Honolulu, Los Angeles, Mexico & Panama.
RAKUYO MARU ... Monday, 11th July.
SOUTH AMERICA (EAST COAST) via Singapore, Copatow & Ports.
KAWACHI MARU ... Saturday, 9th July.
NEW YORK and/or BOSTON via PANAMA.
TAKAOKA MARU ... Tuesday, 28th June.
BENGAL MARU ... Wednesday, 27th July.
LIVERPOOL via Singapore, Colombo, Port Said & Ports.
DELACOA MARU ... Tuesday, 12th July.
CALCUTTA via Singapore, Penang & Rangoon.
AKITA MARU ... Saturday, 18th June.
HAKODATA MARU ... Friday, 1st July.
NAGASAKI, KOBE & YOKOHAMA.
SHANGHAI, KOBE & YOKOHAMA.
MATSUYE MARU (Calls Moji) ... Sunday, 19th June.
MGRIKA MARU (Moji Direct) ... Monday, 20th June.
TAJIMA MARU ... Thursday, 23rd June.
KITANO MARU ... Tuesday, 28th June.
 For further information apply to:— **NIPPON YUSEN KAISHA.**
 Tel. Central Nos. 292, (private exchanges to all Depts.)

DODWELL & CO., LTD.

NEW YORK BERTH.

FOR NEW YORK & BOSTON via SUEZ.

LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR BRINDISI, VENICE & TRIESTE (PIUMI) TAKING CARGO ON THROUGH BILLS OF LADING TO GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK SEA AND DANUBE PORTS.

REDUCED PASSAGE RATES.

BRINDISI, VENICE & TRIESTE ... £72.10.0.
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NEXT SAILINGS.

OUTWARD FOR SHANGHAI, YOKOHAMA, KOBE, AND MOJI.

M.V. "VIMINALE" ... Sails on or about 23rd June.
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HOMEWARD FOR BRINDISI, VENICE AND TRIESTE.

M.V. "ROMOLO" ... Sails on or about 28th June.
 M.V. "VIMINALE" ... Sails on or about 26th July.
 M.V. "REMO" ... Sails on or about 23rd Aug.

NATAL LINE OF STEAMERS.

FROM CALCUTTA AND COLOMBO TO SOUTH AFRICAN PORTS.

S.S. "UMVOLOSI" ... Sails from Calcutta 30th June.
 S.S. "UMZUMBI" ... Sails from Calcutta 31st July.

Regular Passenger and Cargo Service to South African Ports. Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to:—

DODWELL & CO., LTD.

Central 1030. Telephone Agents.

AUSTRALIAN-ORIENTAL LINE, LTD.

"Changte" & "Taiping."

THESE NEW VESSELS MAINTAIN A REGULAR SERVICE FROM HONGKONG TO AUSTRALIAN PORTS. VIA MANILA, AND THURSDAY ISLAND. Through Bills of Lading issued to all Australian, New Zealand and Tasmanian Ports. EXCELLENT & MOST UP-TO-DATE FIRST & SECOND CLASS PASSENGER ACCOMMODATION. HONGKONG TO SYDNEY—19 DAYS.

STEAMER	Due Hongkong on or about	Sails hence on or about
CHANGTE	In Port	18th June
TAIPING	8th July	15th July
CHANGTE	9th August	16th August
TAIPING	6th September	13th September

For Freight & Passage, apply to—**BUTTERFIELD & SWIRE,** Tel. C. 36. Agents.

P. & O.-BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

(COMPANIES INCORPORATED IN ENGLAND)
 Taking Cargo on through Bills of Lading for Straits, Java and Burma, Ceylon India, Persian Gulf, Mauritius, B. & S. Africa, Australasia, including New Zealand & Queensland Ports, Red Sea, Egypt, Constantinople, Greece, Levantine Ports, Europe, etc.
PENINSULAR & ORIENTAL FORTHRIGHTLY DIRECT ROYAL MAIL STEAMERS.
 (UNDER CONTRACT WITH H.M. GOVERNMENT.)

	Tons	From Hongkong (about)	Destination
MANTUA	10,946	25th June	Marseilles & London
KHIVA	9,135	9th July	Marseilles, L'don & A'worp
KALYAN	9,144	16th July	M's, L'don A'worp & Hull
ALIPORE	5,293	21st July	Straits & Bombay

Frequent connections from Port Said for Passengers & Cargo to Constantinople, Pyrae, Smyrna and other Levant Ports by Steamers of the Khedivial Mail S. S. Co.

BRITISH INDIA-APCAR SAILINGS

TALMA	10,000	3rd July	S'pore, Penang & Calcutta
TAKLIWA	7,936	14th July	S'pore, Penang & Calcutta

EASTERN & AUSTRALIAN SAILINGS (South)

ST. ALBANS	4,500	1st July	Manila, Sandakan, Thurr.
ARAFURA	6,000	29th July	Island, Townsville, B'hane.
TANDA	6,956	2nd Sept.	Sydney and Melbourne.

Regular Monthly Sailings from Hongkong to Japan and Hongkong to Australia.
 The P. & O. S. S. Co., Ltd. steamers will also call at Shanghai, Nippon, Cebu, Colombo, Tawau, Timor, Darwin, or other ports on route as inducement offers.
 Frequent connections from Australia with the following:—
 The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.
 The P. & O. Royal Mail Steamers to London via Suez Canal.
 The P. & O. Branch Service of Steamers to London via the Cape.
 The New Zealand Shipping Co.'s Steamers or Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN

ALIPORE	5,273	18 June 10 a.m.	Shanghai, Kobe & Moji
KALYAN	9,144	18 June noon	Shanghai, Moji & Kobe
TAKLIWA	7,936	22nd June	Amoy, Moji, Kobe, Osaka & Yokohama
MACEPONTA	11,120	24th June	Shanghai, Moji & Kobe
*NOVARA	6,989	29th June	Shanghai, Moji & Kobe
ARAFURA	6,000	5th July	Moji, Kobe, Osaka & Yokohama

*Will not take passengers northwards.
 All dates are approximate and subject to alteration without notice.
 WIRELESS ON ALL STEAMERS.
 Parcels Measuring not more than 24 ft. x 2 ft. x 1 ft. will be received at the Co's Office up to noon on the day previous to sailing.
 For Passage Rates, Handbooks, Freight, etc., apply to **MACKINNON, MACKENZIE & Co.,** Agents.
 P. & O. Bldg., Connaught Rd., C.

GLEN LINE.

Fare Hongkong to London £82.

LONDON, ROTTERDAM & HAMBURG via STRAITS & COLOMBO.

Steamship "CARNARVONSHIRE" (Via Oran)	8th July
Steamship "PEMBROKESHIRE" (Via Oran)	27th July
Motor Vessel "GLENOGLE"	24th Aug.
Motor Vessel "GLENGARRY"	21st Sept.

SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOCK.

Steamship "GLENIFFER"	23rd June
Motor Vessel "GLENOGLE"	7th July
Motor Vessel "GLENAHOY"	26th July
Motor Vessel "GLENGARRY"	4th Aug.
Motor Vessel "GLENNAP"	18th Aug.

For freight, passage and further particulars, apply to:

JARDINE, MATHESON & CO., LTD.

AGENTS: THE GLEN LINE, LTD.

BOSTON, NEW YORK & BALTIMORE.

JOIN SERVICE OF THE

"BLUE FUNNEL LINE"

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AND

AMERICAN & MANCHURIAN LINE.

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

SAILINGS FROM HONGKONG

S.S. "AGAPENOR"	via Suez Canal	3rd July
S.S. "CITY OF CHESTER"	via Suez Canal	14th July
S.S. "HELENUS"	via Suez Canal	31st July
S.S. "CITY OF BEDFORD"	via Suez Canal	14th Aug.

Steamers proceed via Suez Canal or Panama Canal at owner's option.

Subject to Change without notice.

For freight and particulars apply to:—

BUTTERFIELD & SWIRE or THE BANK LINE, LD., HONGKONG.

Hongkong & Canton. Jardine Matheson & Co., Ltd., Canton.

INDO CHINA STEAM NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

Destination. Steamer. Sailings.

CANTON	Hopsang	Sun. 19th June at 9 a.m.
TIEN TSIEN Swatow & S'hai	Fooshing	Sun. 19th June at 10 a.m.
TSINGTAU Swatow & S'hai	Hopsang	Wed. 22nd June at 10 a.m.
STRAITS & Calcutta	Kutsang	Thurs. 23rd June at 3 p.m.
HAIPHONG	Minsang	Fri. 24th June at 10 a.m.
TSINGTAU Swatow & S'hai	Kwaishang	Sun. 26th June at 10 a.m.
STRAITS & Calcutta	Suisang	Sun. 26th June at 3 p.m.
TIEN TSIEN	Cheongshing	Mon. 27th June at 5 p.m.
TSINGTAU Swatow & S'hai	Kwongshang	Wed. 29th June at 10 a.m.
SANDAKAN	Hinsang	Wed. 29th June at 3 p.m.
OSAKA via Amoy Moji & Kobe	Laisang	Fri. 1st July at 7 a.m.
TIEN TSIEN Swatow & S'hai	Hopsang	Sun. 3rd July at 10 a.m.
SHANGHAI via Amoy	Chakshang	Tues. 5th July at 7 a.m.
STRAITS & Calcutta	Namsang	Fri. 8th July at 3 p.m.
OSAKA Amoy, S'hai, Moji, Kobe	Hopsang	Tues. 12th July at 7 a.m.

For freight or passage apply to:—

JARDINE, MATHESON & CO., LTD.

Telephone 215, Central. General Managers

BILLIARDS.

DEFENCE CORPS VANQUISH THE HOLDERS.

The concluding stages of the Soldiers' Club Billiard Tournament were commenced last evening, with the results lying between the Hongkong Volunteer Defence Corps and the Royal Engineers (holders) resulting in a win for the former by 170 points. The first game, which commenced at 8 p.m., was between Corporal Black of the Armoured Car Section of the Volunteers and Q. M. S. Higgins of the Royal Engineers. While there were no outstanding breaks, both players made a good showing. Black appeared to be the better, but it was a ding-dong game and when the end was reached, Higgins was in play to take the verdict by the narrow margin of 9, Black having scored 101 to Higgins' 90.

The following game was between Staff Sgt. Royal of the R. E. and Private Seguera of the Portuguese Company of the Defence Corps. The Volunteer was always leading and in a fairly even game made the highest break of 27, to carry the result comfortably by 200 to 162.

The total scores were:
 Pte. M. Silva (H.K.V.D.C.) 200-149.
 Pte. L. V. Antonio (H.K.V.D.C.) 200-181.
 Pte. J. R. Soares (H.K.V.D.C.) 200-181.
 C.Q.M.S. Ross 200-134.
 Corporal Black (H.K.V.D.C.) 101.
 Q.M.S. Higgins (R.E.) 200.
 Private Seguera (H.K.V.D.C.) 200.
 Staff Sgt. Royal (R.E.) 162.
 Sgt. Remedios (H.K.V.D.C.) 200.
 Q.M.S. Roberts (R.E.) 186.
 Grand total Defence Corps 1191; (R.E.) 1012.

The meeting between Sgt. Remedios (H.K.V.D.C.) and Q. M. S. Roberts (R.E.) provided a number of thrills. Remedios went ahead at the start but Roberts came later with breaks of 20 and 39 to take a lead of 55. Remedios then got within 8 of the lead when approaching the last 50. At 181 both were level and then Remedios scored 15. Following two misses in succession by each player, Remedios bagged a lucky 4 and the game.

The prizes were subsequently distributed by Col. C. Russell Brown D.S.O. who expressed the G.O.C.'s regrets at not being able to attend. Private Soares (H. K. V. D. C.) received the cup for the highest break in the competition, 48 on Thursday evening. Winners and runners-up all received a small replica of the billiards cup.

PASSENGERS.

ARRIVED.

Per s.s. Aki Maru from Australia, June 10.—Mr. P. Schulz, Mrs. Suttie Jessie Wilson, Miss Suttie Margaret, Mrs. Mack Margaret, Miss Mack Millicent, Mrs. Ernest Watson, Mr. A. Wing, Mr. Amos Fe By, Mrs. Macaria Yan, Miss Pay Lee, Mr. Lee San, Mrs. E. C. Macapagar, Miss Felisa M. Raquid, Mr. Baurto, Mrs.

ST. PETER'S Y.M.C.

TO MOVE INTO MORE SUITABLE QUARTERS.

Reference to the fact that they were moving into a more commodious building was made by the Rev. W. J. Halvard, the chairman at an extraordinary meeting of members of St. Peter's Church Young Men's Club, which was held at the Club last night. There was a fair attendance. The chairman was supported by Messrs. G. S. Zimmerman, P. Pau, and Lea.

The purpose of the meeting was to decide whether the charge of five cents for borrowing a book from the library should be abolished, and whether the membership fee should be increased to \$1 per month or \$3 per quarter.

Both proposals were carried unanimously, the first on the proposition of Mr. G. S. Zimmerman seconded by Mr. A. C. Greaves, and the second on the proposition of Mr. Lea seconded by Mr. Smith.

The chairman said they would shortly be moving into a more commodious building, and although they would be paying twice the rent there would be more rooms available for boarders and other conveniences which were worth the extra money.

A new feature was the admission of R.A.M.C. men to membership, he added, and concluded by remarking on the popularity of the moonlight picnics which had been very successful.

GOLF.

THE AMERICAN OPEN TITLE.

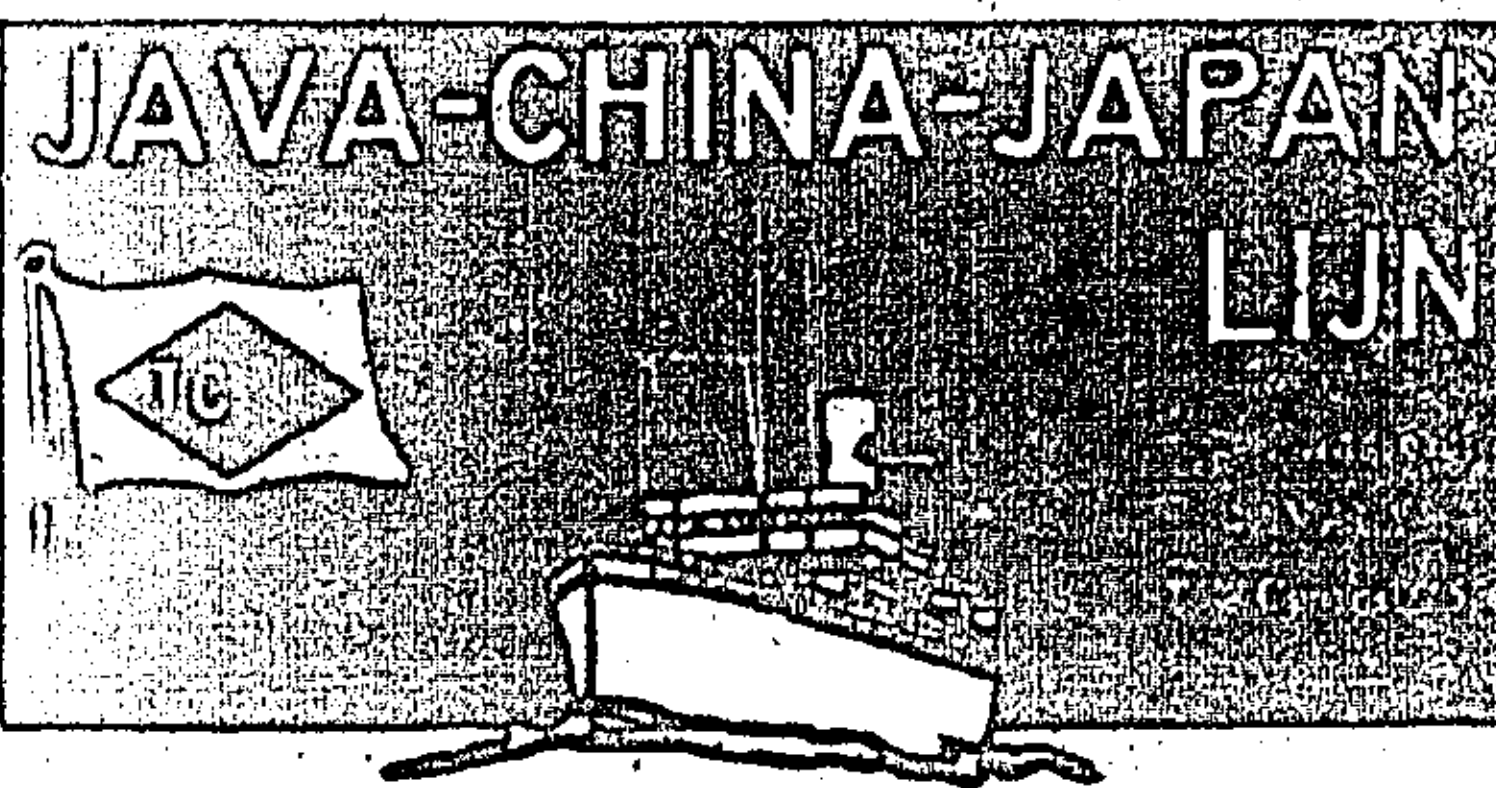
Oakmont, June 16.
 In the golf tournament here, Tommy Armour and Harry Cooper each returned 301, and have tied for the American open title.—*Reuter's American Service.*

Hagen took 307 and the former holder Bobby Jones 309.
 The Britishers, Compston and Havers returned scores of 308 and 310 respectively.

Armour, a former Scottish amateur, now a professional attached to the Congressional Country Club, Maryland, and "Light Horse" Harry Cooper, of the Elsereno Club, Los Angeles, play off on June 17.—*Reuter's American Service.*

The Americans Perry del Vecchio took 310, and Harrington Johnston, Macfarlane and Watson 311.—*Reuter's American Service.*

Bourto, Mr. Chai Chey, Mr. G. Goyono, Mr. S. Iida, Mr. S. Tanaka, Mr. S. Makihara, Mrs. H. Makihara, Mr. Trip Howard, Mrs. Constance Mott, Mr. A. Hoshi, Mr. J. Miyazawa, Mrs. S. Miyazawa, Master Y. Miyazawa.



REGULAR FORTNIGHTLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

Steamers	From	Expected on or about	Will leave on or about	For
Tjitaroom	Java, Mesr	20th June	22nd June	Amoy, N. China
Tjilalak	N. China	20th June	22nd June	M'kear & Java
Tjikembang	Batavia	26th June	30th June	Shanghai
Tjisondari	S'hai, K'lung	28th June	30th June	Batavia
Tjililwang	Java, M'la	29th June	2nd July	Saigon & Java
Tjibodas	Java, Mesr	4th July	6th July	Amoy, N. China
Tjimanock	N. China	4th July	6th July	Batavia
Tjikembang	Batavia	10th July	14th July	Shanghai
Tjilalak	S'hai, K'lung	12th July	14th July	Batavia
Tjipanas	Java, M'la	17th July	22nd July	Saigon & Java
Tjitaroom	N. China	18th July	20th July	M'kear & Java
Tjikini	Java Mesr	18th July	20th July	Amoy, N. China
Tjisaroon	Batavia	24th July	28th July	Shanghai
Tjikarang	S'hai, K'lung	26th July	28th July	Batavia

*Via Macassar
 *Via Batavia

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia.

For Freight and Passage apply to the

Java-China-Japan Lijn.

THE SWEDISH EAST ASIATIC COMPANY, LIMITED.

SERVICE OF FAST MOTOR VESSELS

LOADING DIRECT FOR

VALENCIA, ROTTERDAM, HAMBURG

and SCANDINAVIAN PORTS.

M.V. "NIPPON"	...	...	...	...	Loading about 8th July.
M.V. "BENARES"	...	...	...	...	8th August.
M.V. "BENARES"	...	...	...	...	20th June.
M.V. "NANKING"	...	...	...	...	14th July.

For further particulars apply to the

Agents: **GILMAN CO., LTD.** Hongkong. **G. E. HUYGEN.** Canton.

CONSIGNEE NOTICE.

THE BEN LINE STEAMERS, LIMITED.

From LEITH, MIDDLESBRO', ANTWERP, LONDON, STRAITS and PHILIPPINES.

The Steamship "BENDORAN"

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of The Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th instant will be subject to rent.

All claims against the steamer must be presented to the Underwriter on or before the 4th July, 1927, will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 20th instant at 10 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO., LTD., Agents.

Hongkong, June 13, 1927.

ELLERMAN LINE.

From EUROPE.

The Steamship,

"CITY OF CHESTER"

having arrived, Consignees of Cargo by her are informed that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of Holt's Wharf, whence Delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 22nd June 1927, will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before 29th June, 1927, or they will not be recognized.

All broken, chafed and Damaged Goods, are to be left in the Godowns, where they will be examined on any Tuesdays or Fridays, between the hours of 10.45 a.m. and noon, within the Free Storage period of One Week.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

THE BANK LINE, LIMITED, General Agents.

Hongkong, June 16, 1927.

THE BEN LINE STEAMERS, LIMITED.

From LEITH, MIDDLESBRO',

ANTWERP, LONDON and

STRAITS.

The Steamship,

"BENARTY."

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of The Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 24th instant will be subject to rent.

All claims against the steamer must be presented to the Underwriter on or before the 8th July, 1927, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 24th instant at 10 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO., LTD., Agents.

Hongkong, June 17, 1927.

PASSENGERS.

DEPARTED.

HOTELS.

THE HONGKONG
HONGKONG HOTEL: REPULSE BAY HOTEL: PEAK HOTEL
Telegraphic Address: "KREMLIN, HONGKONG."
AND

SHANGHAI
ASTOR HOUSE HOTEL: PALACE HOTEL;
MAJESTIC HOTEL.
Telegraphic Address: "CENTRAL, SHANGHAI."
HOTELS.
LIMITED.

In association with the Grand Hotel
Des Wagons Lits, Peking.

KING EDWARD HOTEL.

Most Modern and Central Hotel in the Colony, all Bed Rooms,
newly renovated and installed with Box Spring Beds, Hot and
Cold Water, also Telephone. All Trams pass in front of
Hotel. Most Moderate Rates in the Colony.
Hotel launch meets all steamers.
Dining Room and Lounge now open to the Public.
Tel. Add Victoria. Telephone C.373.

J. H. WITCHELL,
Manager.

HOTEL SAVOY

Comfort, Convenience and Distinction.

HOTEL METROPOLE. HOTEL BOA VISTA.
22, Ice House Street. Macao.
UNDER THE SAME MANAGEMENT.

KOWLOON HOTEL

PREMIER HOTEL IN KOWLOON

Modern Toilet System.
Elevator and Telephones to each floor.
Smoking Room and Saloon Bar. First Class Billiard Table.
Recently renovated throughout.

Manager's Personal Attention

Tels. K. 608-609. H. J. WHITE
Cables KOWLOTEL HONGKONG Manager

PALACE HOTEL.

Tel. Kowloon No. 6. Tel. Address "PALACE."
Three minutes from Kowloon Wharf, Ferry and Railway Station.
Entirely under English Management. Electric Light and Fans throughout.
Every Room with Private Bath. Lounge, Bar and Billiard-Rooms.
Unrivalled Cuisine under the personal supervision of the proprietress.
Terms moderate. Special terms to families on application to:
Mrs. J. H. OXBERRY, Proprietress.

EUROPE

Cables:—"EUROPE"
Singapore.

HOTEL

SINGAPORE.

After-dinner
dancing every
Tuesday, Thursday
and Saturday.

Grill

THE EUROPE HOTEL. LTD.

Arthur E. Odell, Managing-Director.

THEATRE ROYAL

TUESDAY, JUNE 21st at 9.15 p.m.

FOR ONE NIGHT ONLY

AN EXHIBITION OF

CHINESE CLASSICAL DANCES

BY

MISS TZE LO LAN

AND HER TALENTED COMPANY

Miss Lo Lan has been proclaimed as a genius—her
interpretation of the Chinese dances of one thousand
years ago being delightful studies.

CHINESE DANCING,
SINGING and ACTING

Booking at Moutries. \$3, \$2 and \$1.

CHANG BECOMES
DICTATOR.

(Continued from Page 1.)
GENERAL'S EXPERIENCE.

Escapes from Burning Fire.

Canton, June 16.
General Chien Ta-chun, the
anti-Red Field-Marshal, had a nar-
row escape on a burning train on
which he was travelling from the
Kiangsi front to Canton, on Tues-
day afternoon.

General Chien boarded the after-
noon train at Shikwan about two
o'clock, together with a number
of bodyguards. The train also
carried a large quantity of paper
and tobacco.

When nearing Mapah the paper
suddenly caught fire, and soon the
blaze spread to the other cars.
The engines were also affected,
and certain parts were destroyed,
so that the engineers were unable
to stop the train.

The flames gradually spread to
General Chien's car, part of which
caught fire. Fortunately the
railway station at Mapah had re-
ceived reports of the incident, and
when the train arrived there it
was stopped. General Chien then
boarded a special train from
Mapah to Canton, where he did
not arrive till the next morning.

Many believe that the fire was
incendiary, and the work of Red
labourers.—*Nam Chang Pao.*

NORTHERN OFFENSIVE.

Plans for Renewal on All Fronts.

Shanghai, June 17.

Marshals Chang Tsung-chang
and Sun Chuan-fang have sent out
a joint telegram pledging their
loyalty to Marshal Chang Tso-lin.
They suggested that Marshal
Chang should be upheld as the
Generalissimo and asks the Feng-
tien chief immediately to take up
the Generalissimo's office officially.

The Peking Conference de-
cided to resume the offen-
sive on the various fronts.
The northern forces are being
rearranged and will make
another attempt to push down
through three different directions.

Marshals Chang Hsueh-liang,
Chang Tsung-chang and Sun
Chuan-fang each take command
of one direction, and the Kirin
Army under General Chang Tso-
hsiang forms the general reserve
force. Marshal Chang Hsueh-
liang, who commands the Feng-
tien contingent will counter at-
tack through the Peking-Hankow
line with the assistance of Wu
Pei-fu's remnants. Marshal Chang
Tsung-chang's Shantung army
will operate through the Tientsin-
Pukow line. While Marshal Sun
Chuan-fang will be responsible
for the eastern route. General
Chu Yu-poh, commanding the
Chihli contingent has arrived at
Peking to take up important
military questions with Marshal
Chang Tso-lin.

The outposts of the Fengtien
and Shansi armies are not far
apart in Shichuang but so far
there has been no dash. Shansi
troops under General Hsueh-chang
have made their appearance in
Siwang and Chahar, according to
reports reaching Peking yester-
day, when Marshal Chang Tso-lin
ordered more divisions to rein-
force the Three Special Terri-
tories.—*Wah Kiu Yat Po.*

KIANGSU REFORMS.

Comprehensive Programme.

The Kiangsu Provincial Recon-
struction Bureau held its first
meeting on June 8 since its in-
auguration about one month ago
in Nanking. At this meeting the
functions and duties of the Bureau
were clearly defined; that the
work of reconstruction for the
entire province be commenced at
the earliest possible time.

Among the important functions
of the Bureau the following are
given as an indication of the na-
ture and scope of its activities.

1. To determine the territorial
boundaries of the Province of
Kiangsu.

2. To make plan and devise a
system for the construction of
railways, public highways, naviga-
ble waterways, and telephonic
connections throughout the Pro-
vince.

3. To make a survey and study
of all municipal and suburban
administration in the Province.

4. To supervise all work con-
cerning agriculture, navigation,
embankments, and dredging of all
rivers and the Canals.

5. To direct all enterprise
pertaining to agriculture, forestry,
sericulture, fishing, grazing, and
mining.

6. To supervise all public con-
structions and make an index of
all industrial supply of the Pro-
vince.

7. To supervise the installation
of electric lighting plant, power
plant, waterworks, and inter-city
transportation system throughout
the Province.

8. To train skilled staff work-
ers for the civil service and munici-
pal work of the Province.

The present staff maintained by
the Bureau, which will be enlarg-
ed to meet the increased activities
of the Bureau in due course of
time, consists of the engineering
expert, one agricultural expert,
one forestry expert, one textile
expert, one agricultural expert and
one mining expert.

SHARE PRICES.

TO-DAY'S QUOTATIONS.

The following is the list of local
share quotations issued to-day:

Banks.

Hongkong Bank, \$1,072½ n.
Chartered Bank, £20 n.
Mercantile A. & B., £30½ n.
Mercantile C., £13½ n.
P. and O., £9 b.
East Asia, \$68 n.

Marine Ins.

Canton Ins., \$620 s.
China Underwriters, \$80 n.
North China, Tls. 143 b.
Union Ins., \$280 n.
Yangtze Ins., \$40 n.

Fire Ins.

China Fires, \$210 b.
H. K. Fire Ins., 600 n.

Shipping.

Douglases, \$31½ b.
Steamboats, \$22½ n.
Tuzs, \$110 n.
Indo-Chinas, (Pref.) \$30 n.
Shell Trans., 98½ n.
Star Ferries, \$52½ s.
Waterboats, \$1580 b.

Refineries.

China Sugars, \$18 s.
Malabons, \$31 n.

Mining.

Banquets, \$170 b.
Kailans, 40/- b.
Langkats, Tls. 204 n.
Shai Exploration, Tls. 34 s.
Shanghai Loans, Tls. 7 n.
Raubas, \$4 n.
Tronohs, 10/3 n.
Ural Caspians, 8/- n.

Docks, etc.

Kowloon Wharves, \$108½ b.
Whampoa Docks, \$38 n.
Hongkew's, Tls. 142½ b.
New Engineerings, Tls. 53 b.
Shanghai Docks Tls. 107 b.

Lands, Hotels, etc.

H. and S. Hotels, \$6.90 s.
H. K. Lands, \$55 b.
Realty, \$6 s.
Territorials, \$1½ n.
Humphreys, \$12½ s.
Princes Bldgs, \$89 n.
Rural Lands, \$1½ n.

Cottons.

Ewo Cottons, Tls. 735 s.
Orientals, Tls. 210 n.
Shai Cottons, Tls. 52 b.

Buses, Trams.

China Buses, Tls. 7 b.
Tramways, \$20.80 s.
Peak Trams, (old) \$15 s.
Singapore Trams, \$10/- n.
Taxis, \$1 n.

Miscellaneous.

Amusements, \$20½ b.
Canton Ice, \$5 n.
Cements (Comb.), \$7.35 b.
China Lights, \$14.20 s.
China Prov., \$4½ b.
Constructions, \$2.30 n.
Dairy Farms, \$15 s.
Der A. Wing, \$6 n.
H'kong Electrics, \$524 b.
Macao Electrics, \$35 b.
Ropes (Old) \$10 n.
Lano Crawfords, \$7 s.
Mackintosh, \$19½ n.
Sinceros, \$½ n.
United Asbestos, \$20 n.
Watsons \$11 b.
Powells, \$6 n.
Telephone 370 n.

HOW MUCH DO YOU KNOW?

The following are the replies to
to-day's questions:

1. A.D. 79. 2. France. Key. 3. 1781.
Wyman, Newcastle. 4. Florence Lawrence.
5. George III. 60 years. 6. Minneapolis. 7.
Mark Anthony. 8. 1852-1864. 9. Zina. 10.
May 24, 1819. 11. On the Somme, Sept. 1916.
12. "Plathia." 13. 117,239 (1921). 14. Ap-
prox. 35b. 15. Archbishop Theodore, A.D.
673.

The Royal Observatory weather
forecast for the week-end is as
follows.—South winds, moderate;
fair to showery.

The Superintendent of Imports
and Exports is prepared in approved
cases to issue permits for removal
to the Imports and Exports Office
of dutiable tobacco which arrives in
the Colony for transshipment and
export and cannot at once be placed
direct on board the exporting ves-
sel, says a notification in the Gov-
ernment Gazette. In ordinary cir-
cumstances the maximum period for
which dutiable tobacco covered by
any permit as above may remain
at the Imports and Exports Office
will be three days; all such
dutiable tobacco will be entirely
at owner's risk.

Although Germany always has
been the most conservative of the
European nations in the following
of sports, golf is now being en-
thusiastically received and is
sweeping the country. About a
dozen new links are under con-
struction now.

Entertainments

The Week-end at the Cinemas!

TO-DAY
FOR THE LAST TIME

TO-MORROW
AND MONDAY

QUEEN'S

GLORIA SWANSON
in
STAGE STRUCK

SEVEN
SINNERS

A Comedy in which most of the
Cast are Crooks.

WORLD

TOM MEIGHAN
in
OLD HOME
WEEK

CLOTHES
MAKE
THE PIRATE

STAR

PERCH
of the
DEVIL

CHARLIE'S
AUNT

Frigidaire
ELECTRIC REFRIGERATION

FRIGIDAIRE is a miniature cold storage plant, for use
in the home.

The uniformly low temperatures of Frigidaire provide
the same high standard of refrigeration and the same quality
of service as that maintained in large cold storage plants.
Frigidaire is entirely automatic in operation. There is
nothing to start, nothing to stop, nothing to regulate.

Sole Distributors for Hongkong and South China.

THE UNION TRADING CO., LTD.

Prince's Building.

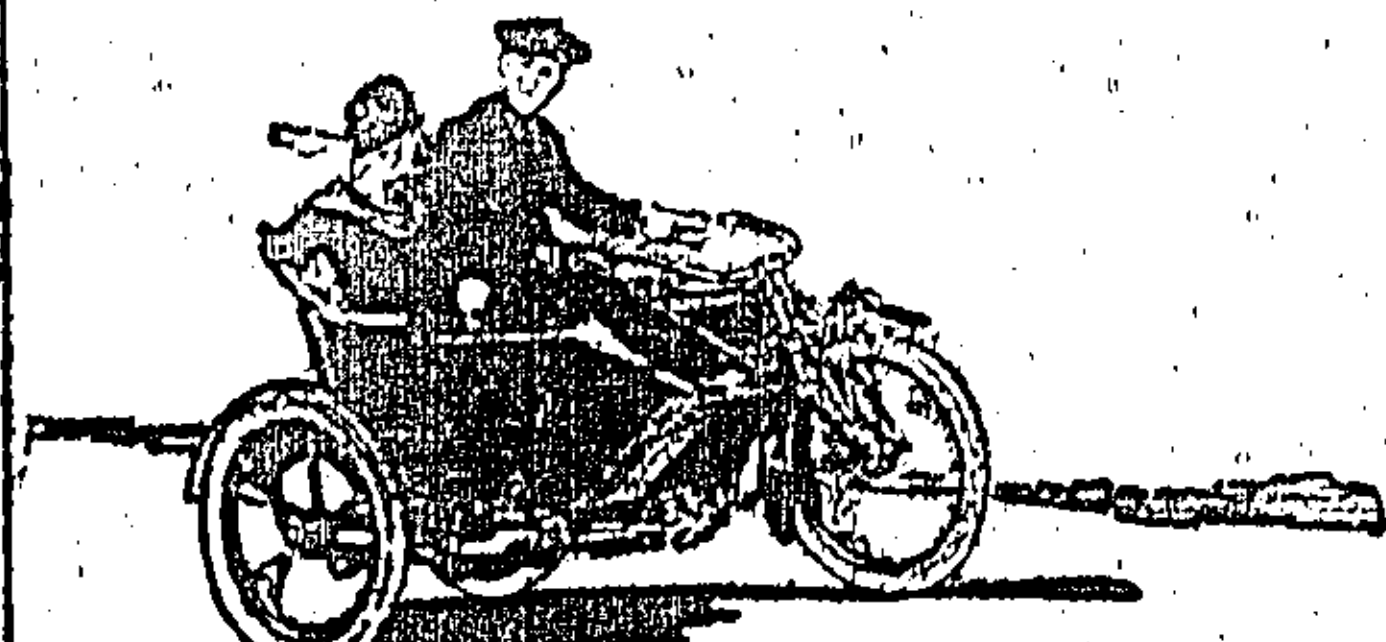
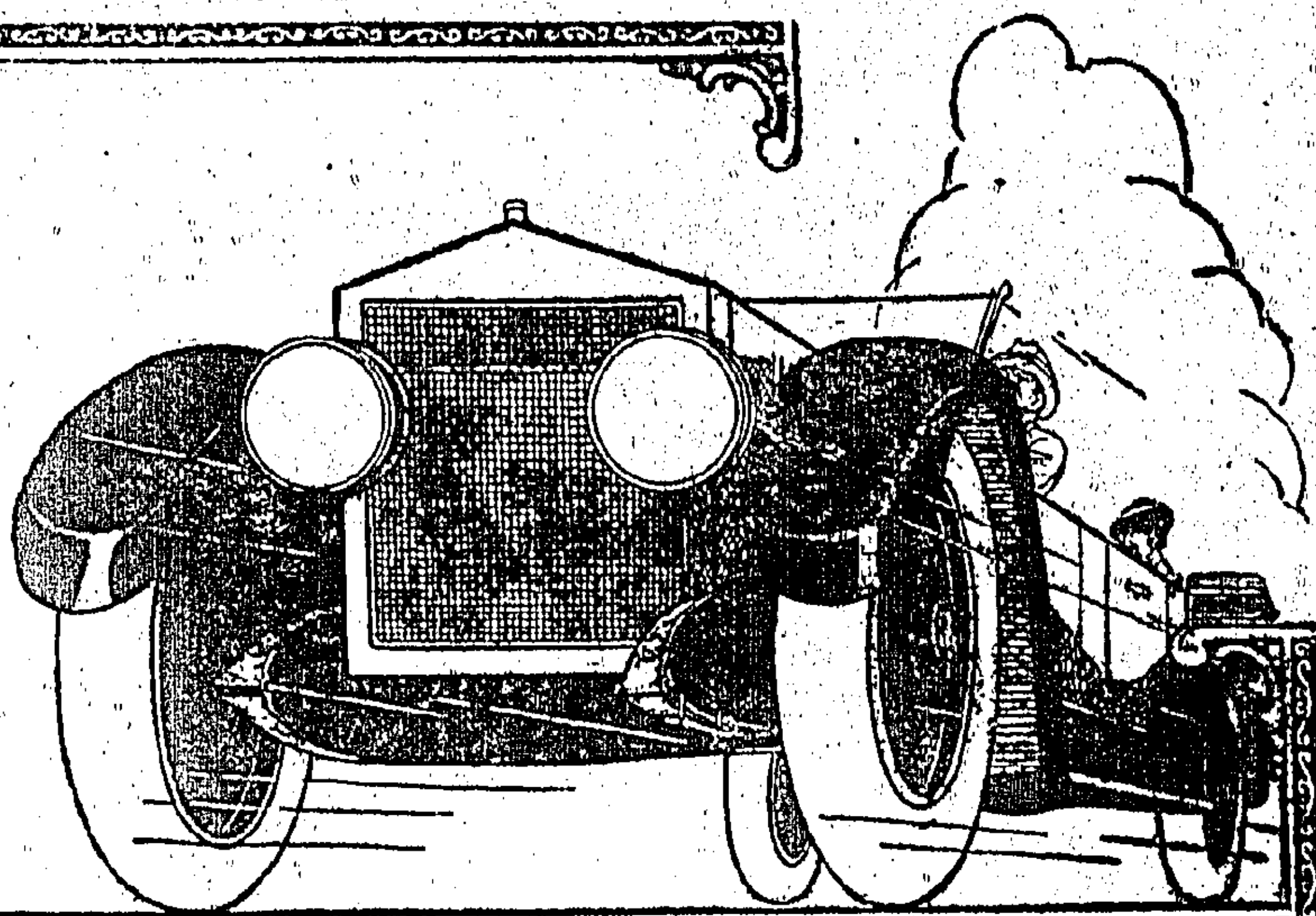
Phone Central 587.

MOTORING SUPPLEMENT

OF
THE HONGKONG TELEGRAPH.

SATURDAY, 18th JUNE, 1927.

Being The Official Organ of
THE HONGKONG AUTOMOBILE ASSOCIATION.



CURRENT COMMENT

New Regulations.

We have frequently commented on the nuisance and obstruction caused by coolie-drawn trucks; and now we are glad to state that a regulation has been passed which limits the load carried by any of these vehicles to one ton. This will greatly relieve the congestion hitherto caused, as it is known that many of these vehicles were accustomed to carrying a load amounting to seven or eight tons. The only weak point in the new regulation is that the number of coolies to be employed is not stipulated, and it is quite probable that some of the contractors operating these trucks will limit the number of coolies in proportion to the lessened load. Should this be the case, there will not be any great improvement in the matter, but we feel confident that the object of the regulation will not be allowed to be defeated in such manner. The regulation is a step in the right direction, and we trust that the Traffic Authorities will keep a strict watch on the effect.

Roads Opened.

Albany Road has been opened to traffic which will enable residents to reach Seth's Corner by a short cut. New Street has also become a motor thoroughfare in order to allow vehicles to reach the Tung Wah Hospital.

Driving Mirrors.

Another essential regulation is that motor lorries and buses shall carry mirrors in order to see what is following them. In cases of vehicles carrying a projecting load, mirrors are necessary, especially when the load stretches out beyond the actual body width of the vehicle.

Public Service.

It is also interesting to note that drivers and conductors of motor buses are to be licensed and compelled to carry a numbered badge, and furthermore, that they must wear uniform approved by the Captain Superintendent of Police. This will tend to give better service, and the travelling public will at least have a remedy in cases of incivility, etc. about which we have received complaints occasionally.

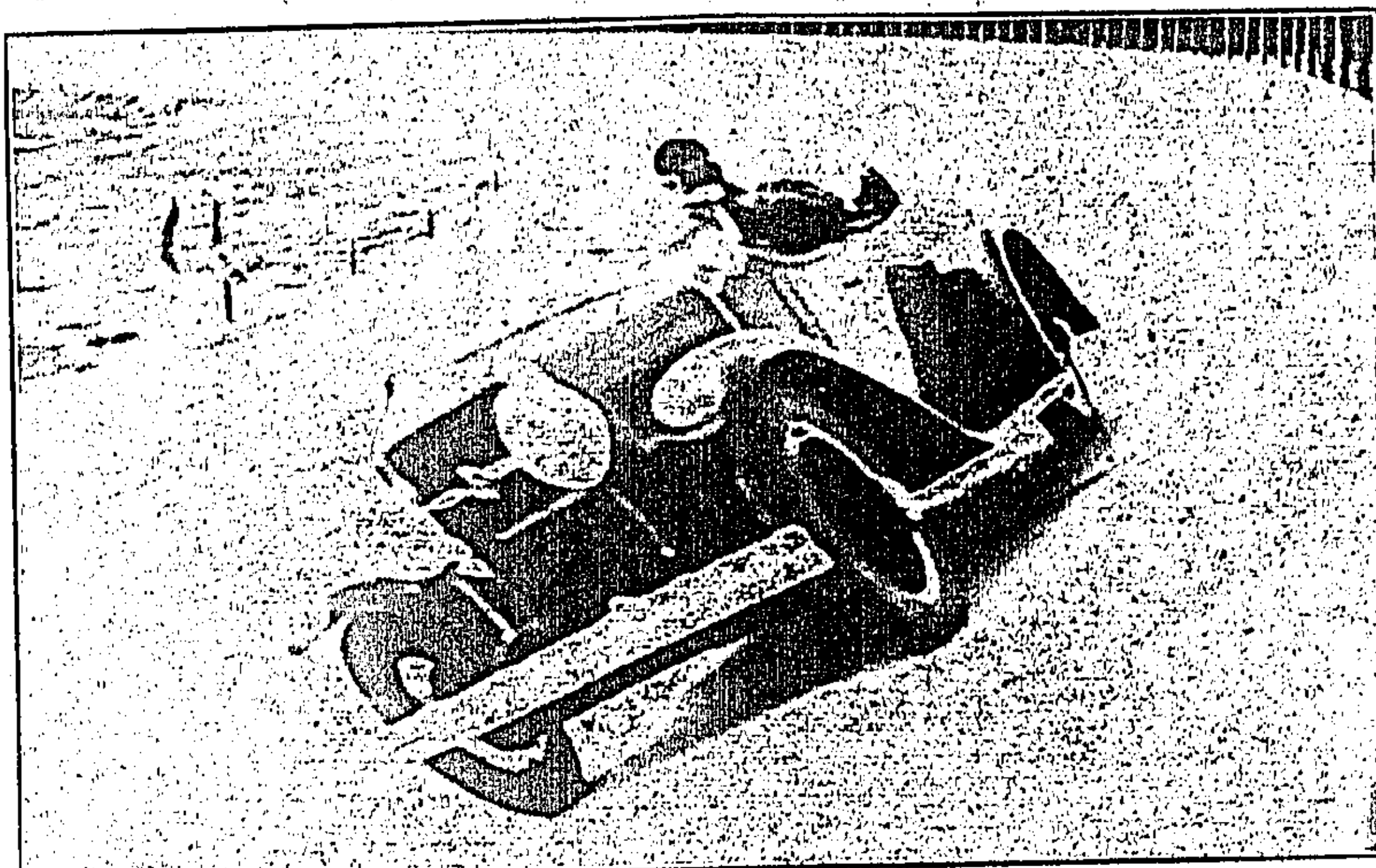
Dangerous Driving.

We must again refer to the dangerous practice of "cutting in" and overtaking cars on bends on the Stubbs Road. This is a form of recklessness of the worst kind, and motorists encountering such acts should have no hesitation in taking the number of the offending car and duly reporting it. There is not only fear of collision, but that one of the victims will be a driver who, at the time, is complying with the safety regulations. It is quite possible, also, to imagine that an owner driving alone might become involved in a nasty accident with a car carrying a full complement of passengers, in which case, although innocent of negligence, the word of one man might not be accepted against the weight of evidence produced by the offenders. Remembering such a position, it is all the more reason why motorists should be most particular about the matter of reporting careless driving by others. In that way, the recklessness of thoughtless drivers will be curbed.

Garages.

After July 1st, 1927, no premises shall be used as a garage unless permission has first been obtained from the C.S.P., and this too, appears to be a wise regulation. It will be necessary for an inspection to be carried out jointly by the Police and Fire Departments, and in the interest of safety, such a regulation is undoubtedly called for. We trust, however, that those officers who may be called upon to inspect premises in the application of this regulation, will not be too severe in their decisions. It must be remembered that Hongkong's motor traffic has grown far beyond the accommodation offered at the local garages, and that many people will be faced with a difficult problem in finding alternative housing for their cars. Unless a serious danger does actually exist, a little temporary latitude should be given in order not to impose hardships.

ROUNDING A CURVE AT ONE HUNDRED MILES PER HOUR.



Every car built by the General Motors Corporation is put through severe tests on the private Proving Ground. The above picture shows one of the Company's products rounding a curve at one hundred miles per hour.

CLOSED CAR INFLUENCE.

I sort of knew him; then, again I thought it was his brother; This preening mass of elegance who stopped me in the rain. He said: "What-ho, old fish. Trays, beans? Look hard. Yes, have another."

"You know me now?" I said: "It must—it can't be—Blood McKain." You should have known that raucous streak of fighting, swilling sergeant. Who always seemed two shaves behind and wore festoons of mud; Who never felt he'd drink enough till free of all his "argent"; Whose matted mass of fire-red hair earned him his title: "Blood."

He only had two arguments: "I'll fight ya," and "I'll betcha." But oh! he was a fighting man if ever one was made. He tried to fight an "Emma Gee," departed, on a stretcher, And left us there to win the war without his help or aid.

And now—this had me staggered, had me dumfounded, had me flustered; I needed some reviving; I suggested: "Have a beer." "If you don't mind," he simpered, "I would much prefer some custard."

"It's smooth and silent. And I can't neglect my atmosphere." I learnt the truth; the quaint, amazing answer to this puzzle— The motor trade had claimed him as a salesman of sedans. He told me, o'er a soda I persuaded him to guzzle, That "atmosphere's the utter good—the ace of all sales plans."

"Sedans require a certain harmony of thought and action. To dress the part and live it is as essential as can be. 'Regard this noble vehicle, the height of motor traction, To see its counterpart,' he smiled. 'Just take a glance of me.'"

"Balloon-tyred soles and higher heels now give me greater clearance; 'I've narrow stanchions on my windshields, one-piece, set well back; 'This French-grey suit with stripes of mauve to match the car's appearance; 'My hair, of course, clashed with the hood. I had to dye it back."

"This streamline's caused by steel supports that make my body rigid; 'My watch much match the chastelily-patterned, panelled dashboard set; 'My shoes, of course, must never squeak; my bearing must be frigid; 'Thus, demonstrating large sedans I spread my selling net."

"Mechanically, I study, too. I know the works of Bendix. 'And mould my engine on the car; it pays as I have proved; 'When lubrication changed, I soon dispensed with my appendix; 'To match a larger manifold, my tonsils were removed."

"But all my joy is shattered, now, my thought and care are wasted; 'My manager just broke the news. Of all the putrid luck— 'I must desert the sweetest atmosphere I've ever tasted; 'Next week I start to sell a blank, dash, blank, dash two-ton truck."

Fan Belto, in the Sydney Sun.

MARINE ENGINES.

A New Exhaust System.

Unlike the motor-car, the arrangement of the exhaust pipe and silencer in a motor-boat requires more than ordinary care in planning. It must be kept clear of the woodwork, and more often than not is sheathed in asbestos. It should be so fixed that a flow back from the sea does not reach as far as the engine. One of the chief difficulties in the work of installation has been a sufficiently adaptable system of exhaust. In this connexion a new system has been developed by the Ailsa Craig Motor Company, Ltd., for their well-known series of marine motor engines, the secret of which lies in the silencer design. This is of a rectangular box formation, with the entrance from the engine at the top and the exhaust to the open air at the bottom; this prevents any water which may get in at the boat side end of the exhaust from going beyond the bottom of the silencer, which itself forms a well that can be drained off by means of a small cock. A novel feature in the method of attaching the exhaust pipe is worthy of special notice. There is no screwing up of pipes which to those who, as the common phrase goes, "have had some" know is not any easy job. In this new system one end of the copper exhaust pipe is simply placed into an easy fitting recess in the top or bottom orifice of the silencer, as the case may be, and a packing gland is tightened up to make it gas proof. Another unique piece of design is the provision of a cored boss running through the centre of the silencer casting; through this core a metal rod can be fitted up on which the silencer is completely suspended from the woodwork so that there is no possibility of charring. The net result is that the packed pipe joints and the swivel suspension give the utmost flexibility in fixing the pipe line to the interior contour of any boat, for the copper pipes can be easily bent and the silencer can be slung at any suitable angle. The new exhaust system has been standardised on their famous 10-16 h.p. 4-cylinder Ailsa Craig Kid, the 6-8 h.p. Kid Junior and the new Baby four-cylinder 7-12 h.p. engine, which, by the way, is the smallest British-built four-cylinder engine yet produced for marine work. The whole system is so simple and free from gadgets that it is one of those things amounting to a stroke of genius, reflecting the great care and attention which the Ailsa Craig Motor Company pay to the smallest details of their engines and equipments.

MOTORISTS' PETITION.

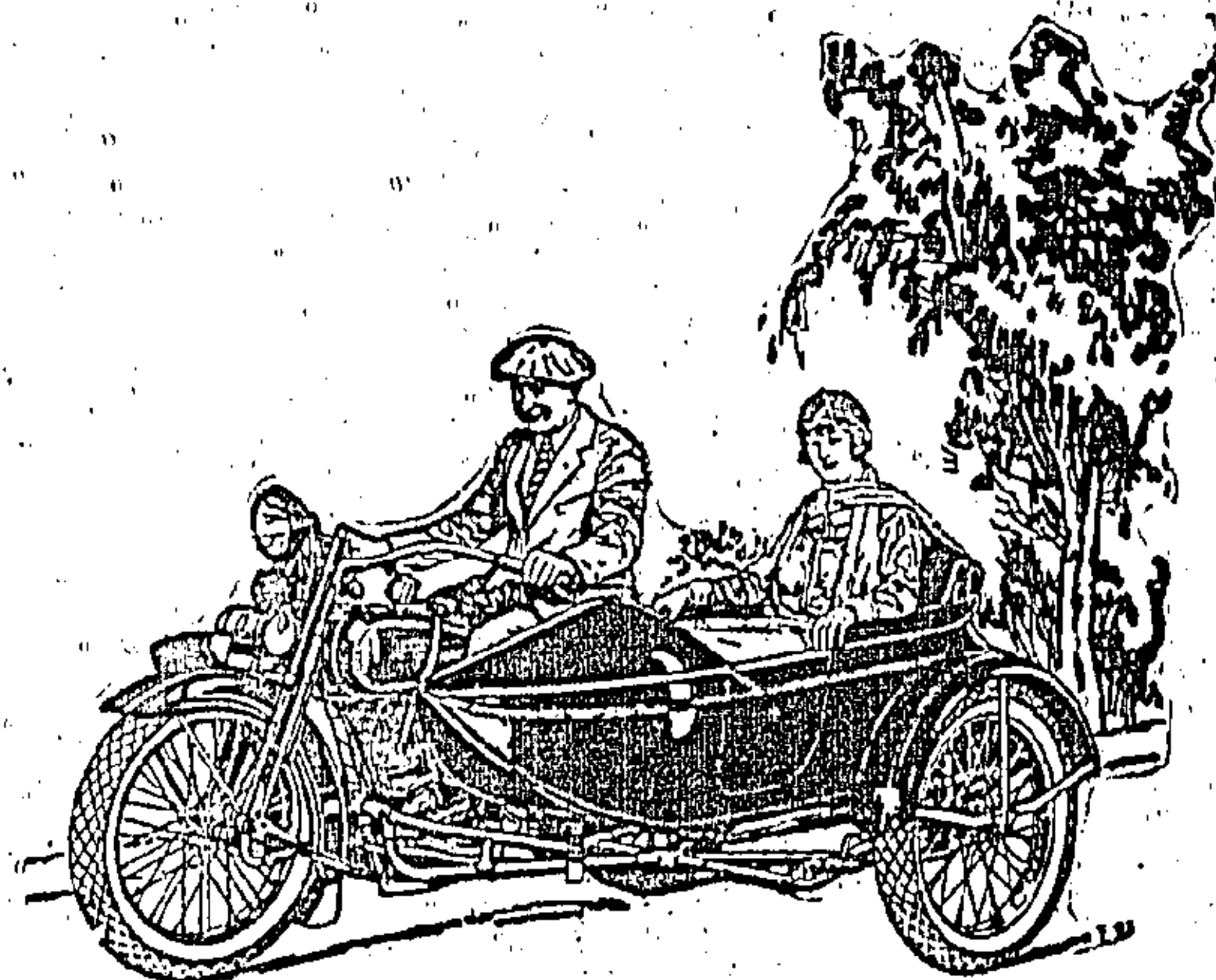
Opposition to Budget Proposals.

The Automobile Association is issuing for presentation to Parliament a petition to be signed by all motor owners and drivers in Great Britain.

The object of the petition is to impress upon the Government the unfairness of the Budget proposal to divert to general purposes the revenue from special taxation of motor vehicles, which, in addition

to their ordinary taxes, motor owners have paid since 1910 on the distinct understanding that the money was to be devoted exclusively to roads.

Appropos the proposed abolition of the Ministry of Transport, the A.A. petition aims at the retention of the Road Department as a distinct and separate entity with a representative in Parliament to be directly responsible for all matters coming within the scope of that Department. The Association contends that no economy will be effected by any step which retards or in any way hampers the normal progress of road improvement or construction.



We are pleased to announce that we are receiving another shipment of Harley-Davidson motor cycles by the s.s. "Empress of Asia" due on June 28th.

The shipment comprises—

COMBINATIONS
BIG TWIN SOLOS
and the famous—
HARLEY SINGLES.

Side by side and overhead valve models.

BOOK YOUR MOUNT NOW.

THE GASCON MOTOR CO.,

2, Kwong Wah Road (Opposite The Steam Laundry)

Telephone K.1242.

REPAIRS UNDERTAKEN ON ALL MAKES OF MACHINES.

No surgeon
can remove
the wrinkles
from your engine.

Modern plastic surgery can fool Father Time—for a while. Wrinkles are ironed out; chins disappear; crows feet are no more—all's well that ends well.

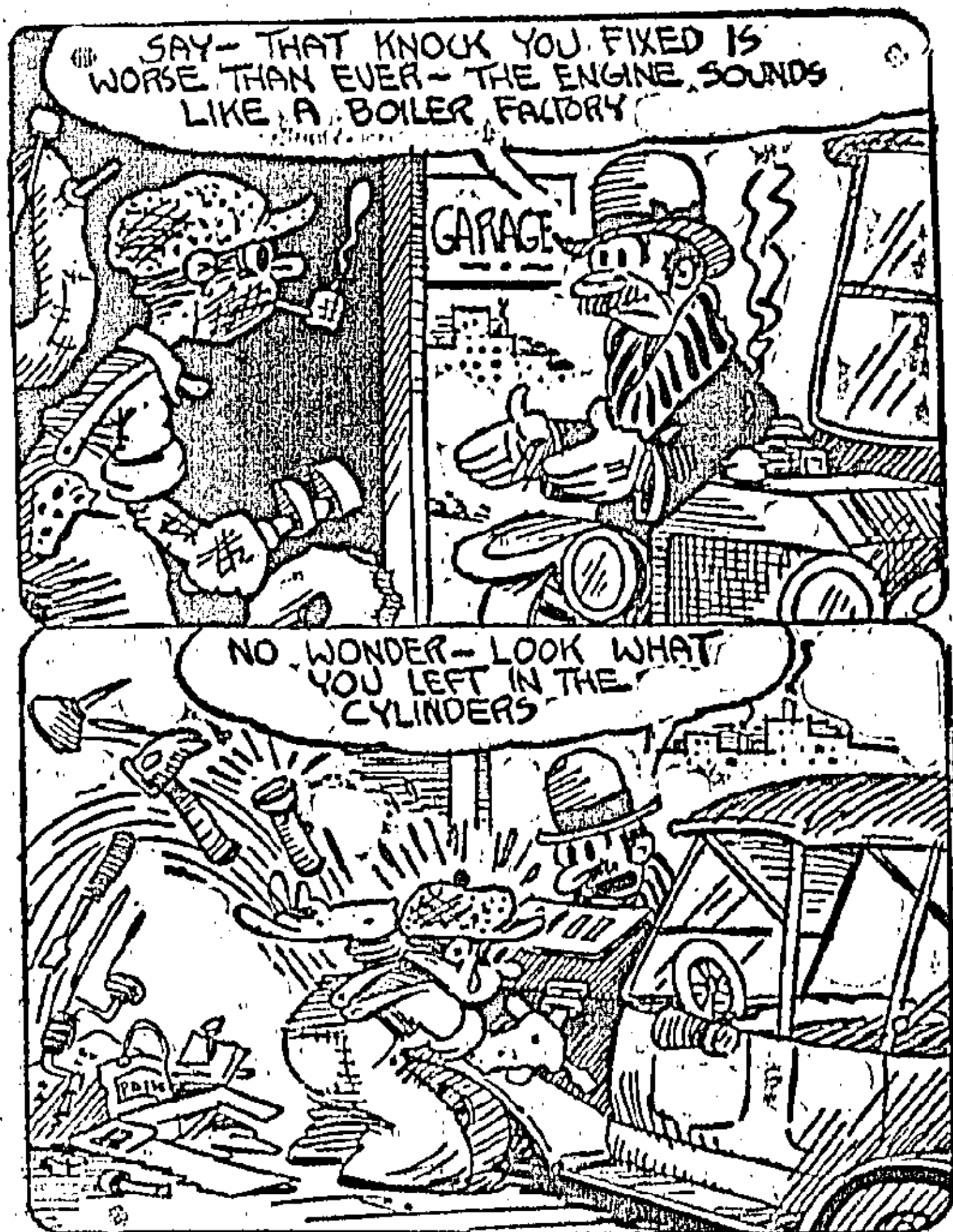
But no mechanical surgery yet devised can rejuvenate a worn motorcar engine. Constant friction, brought about by incorrect lubrication, wears out steel. Nothing will replace steel but steel. Heavier oil falls every time. A worn part means a new part—at your expense.

Every motorcar wears out sooner or later. Sooner for those who think any old oil will do. Later for those who insist upon the correct grade of Gargoyle Mobiloil.

It is easier to say, "Give me Mobiloil," than it is to say—"Give my engine a thorough overhauling and send me the bill." Motorists who have formed the habit of asking for Mobiloil have forgotten what the second sentence sounds like.

GARGOYLE
Mobiloil
Make the chart your guide!

VACUUM OIL COMPANY, HONGKONG.



Lead the way on a B. S. A.

A mount
you will
be proud
to
own



B.S.A. reliability has been proved beyond all question by outstanding success gained in open competition. 1927 B.S.A. Motor Bicycles are the greatest motor cycle value in the world, embodying every modern feature and every part maintains that high standard of quality for which B.S.A. is world-famous.

Let us demonstrate the features to you.

THE SINCERE Co., Ltd.

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Incorporated in England.

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**GRANTS SPECIAL PRIVILEGES
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For full particulars apply to:-

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ALL CLASSES

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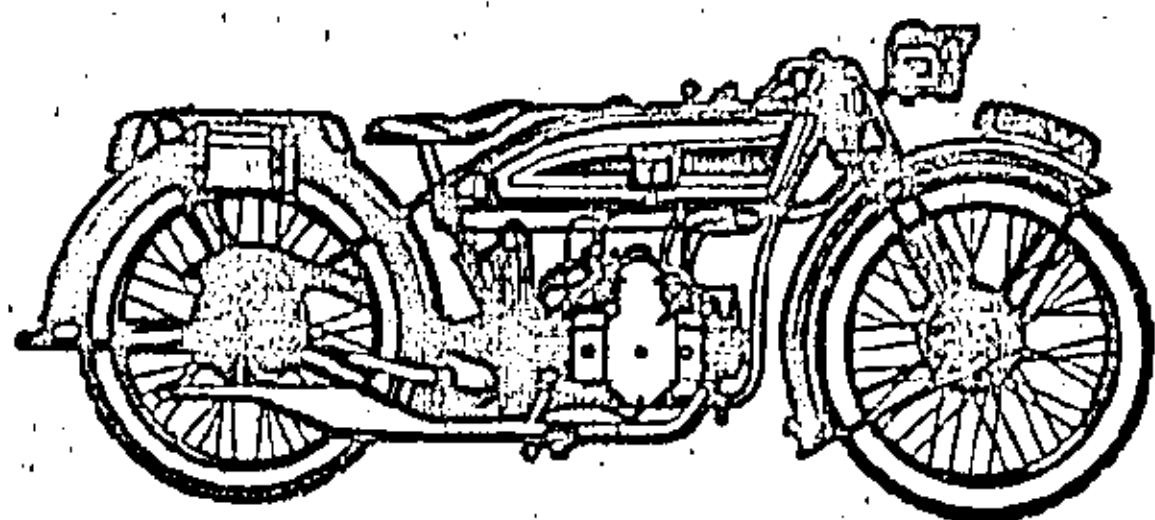
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C. 1121-2



PLAY SAFE!

That is what you do when you buy a
Motor Cycle from Alex. Ross & Company.

Why?—Because—

THEY have the best lines in Hongkong.
THEY guarantee their cycles.
THEY give you three months free service.
THEY give the Purchaser the best deferred terms.
1/4 Down, balance to suit buyer.
Where can you get more for your money?

A. J. S.
DOUGLAS
INDIAN
TRIUMPH
FRANCIS-BARNETT.

Including Accessories

1927 Models waiting for you.

Alex. Ross & Co. (China), Ltd.

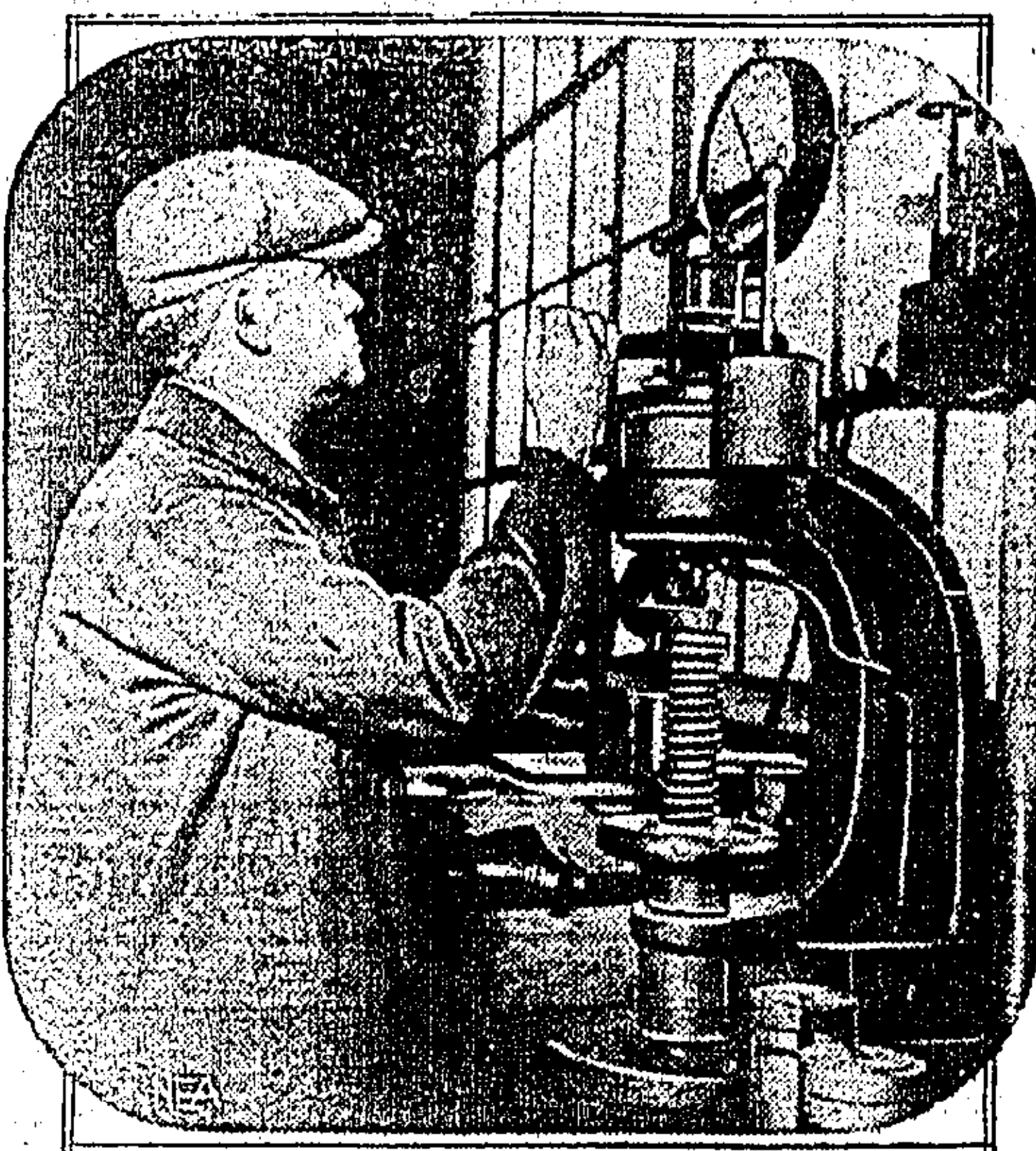
Prince's Building.

2 floor, Ice House St. Entrance

HOW AN AUTOMOBILE IS MADE.

How the Many Parts Are Tested.

[By Israel Klein for the Hongkong Telegraph.]



The pressure of a diamond-pointed hammer on a steel part makes an indentation that tells the metallurgist how hard that piece of steel is. This is one of the many tests in the modern auto plant's metallurgical department.

Not content with the constant checking and testing that accompanies the construction of an automobile, the manufacturer has set up a veritable torture chamber for representative parts.

It is called the metallurgical department, for constructive and scientific reasons, but it is actually a chamber of horrors for the parts that get there.

Hardly has a piece started on its rounds here than it is broken up, a part to be tested with chemicals, another to be ground down for observation under the microscope, another to be given the test of fire, while the rest of it goes through a pounding and hammering, a pulling and twisting, such as to make the worst human tortures of the dark ages seem tame in comparison.

Fortunately it is only metal, and fortunately also it is for the good of the other parts of the car that their representative is put to such torture.

Hill Climbing Inside.

For instance, an entire rear end is sent to the metallurgical department for test. It is first attached to a dynamometer that has pull on it equal to driving a heavy sedan up a 15 per cent grade. That's kept going all day and night, putting a more severe strain on the differential than will ever be met in practice.

The gears are taken out, if they've survived, and put into the impact tester. A heavy weight is dropped on the teeth of the gears, from a height of about 12 feet, until the teeth break. The observer can figure what was required to break the teeth and whether it was more or less than the limitation for actual use.

Not through with this, the broken gear has a chip taken out of it. That's sent to the chemist who sees whether any impurities can be found. Another part is milled down smooth and then put under the hardness and resilience tests.

A steel or black diamond ball is pressed into the part under a pressure of 3000 pounds. The diameter or depth of the hole made is a measure of the part's hardness.

A light diamond pointed drop hammer is dropped on the part, and the degree of indentation is recorded on a dial.

Crystals are Examined.

The remaining part is taken into a dark room and the surface of the break put under an ultramicroscope, one so powerful that the crystals of the metal can be seen jutting out in bold relief. These are studied to see what happened to them while the part went under the heavy strains.

A fine, sapphire-pointed instrument, called a micro-character, puts a scratch on the exposed crystal surface. That scratch is so fine that it can be seen only through a microscope that magnifies it 1000 times. That scratch can be measured to within a hundred-thousandth of an inch!

A solidly built machine bounces a spring from no load to full load, 120 times a minute until the spring breaks under the strain. In actual practice no spring is under no load, and none is flattened down completely to full load. But that's the demand of this test, to assure good construction for the worst conditions of driving.

A good spring will stand as many as 1,250,000 reversals of this sort before it breaks. A poor spring will break at about 750,000 reversals.

Steel Shafts Twisted.

Sometimes a drive shaft or a gear axle is sent up for the torture test. These parts undergo a severe torque or twist in practice. So they are put under a torque test that far surpasses the stress of ordinary driving.

The shaft or axle is put between a powerful engine and a strong clutch, and a twist is put on it equal to as much as 28 degrees from its normal position. It is then brought back to the zero position, and if it shows no tendency to deviate from the zero after being twisted, the part is considered perfect.

In this test, the engine puts a torque of 32,000 inch pounds on the shaft or axle. That's 11,000 inch pounds greater than the highest torque resulting from any automotive engine.

Other parts are put through what is called a fatigue test, which tells when and to what extent a piece tires and breaks under a constant strain. The strain is always of the type similar to that which it undergoes in practice. It may be a weight, or it may be a twist.

An operation similar to the fatigue test is one in which a steel beam is bent slowly until it breaks. A chart shows the energy and time it takes to break the part.

The destructive operations extend even to the examination of the various types of lubricating oils sold in the United States. These oils are broken up into their component parts in the chemical laboratory and evaluated on the basis of their actual lubricating properties.

Their price or the field from which each comes is no index as to their value, say the chemists.

The result of these tests is that the automotive builder can feel certain of the quality of his product.

CAR LONGEVITY.

How Long Will Motor Car Last?

If three score years and ten are reckoned the full span of a man's life how many miles should a car run before being relegated to the scrap heap?

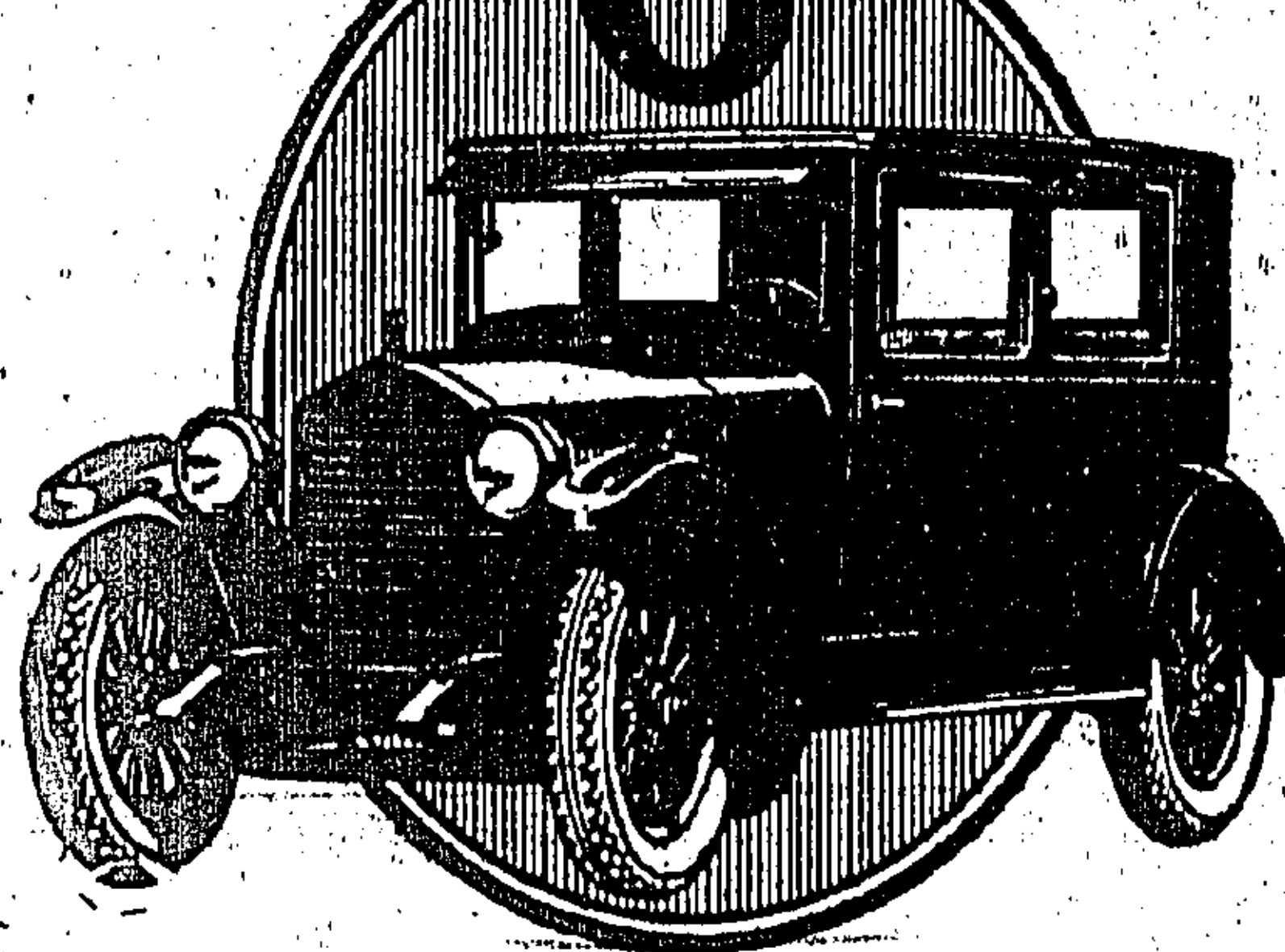
Tell us the car's country of origin, estimate the mentality of its driver and describe the roads on which it operates and an expectation of its useful life can be predicted with a fair degree of accuracy.

In England the Armstrong Siddeley people have been investigating this question and have discovered some interesting facts relating to the huge mileages attained by some cars in the course of quite a few years. Thus one car has averaged over 50,000 miles for two consecutive years running and was actually second-hand

when its present owner bought it. Another man used the same six-cylinder car for eight years and claimed a mileage of 96,000. A third has done over 100,000 miles on a fourteen h.p. Saloon by starting daily at 7 a.m. and seldom finishing before midnight. The record, however, is held by a car which was purchased in 1921 by a Scottish Education Authority and actually covered 165,000 miles before being sold in 1926.

As 10,000-12,000 miles is an average annual distance for a pleasure motorist—if such a person exists to-day—it would seem, therefore, that if a car is properly cared for and is of a reputable and substantial construction it should last at least ten years. On the other hand, subject it to neglect and a couple of seasons may see it on the scrap heap.

ESSEX "6" COACH



The low prices which have made Hudson and Essex famous have largely been achieved through the simple process of using inventory materials quicker, and getting a greater output from plant machinery than is commonly done in industry. Mechanical conveyance of materials has been developed to an unusual degree. So quickly are materials consumed in the unusually efficient manufacturing processes of the Hudson Motor Car Company, that the public actually goes riding in Hudson and Essex cars before the commitments for most of the raw materials are due for payment.

ESSEX SUPER SIX MOTOR CARS.

Touring	5-seater	G\$1,150
Coach	5-seater	G\$1,150
Sedan	5-seater	G\$1,250

HUDSON SUPER SIX MOTOR CARS.

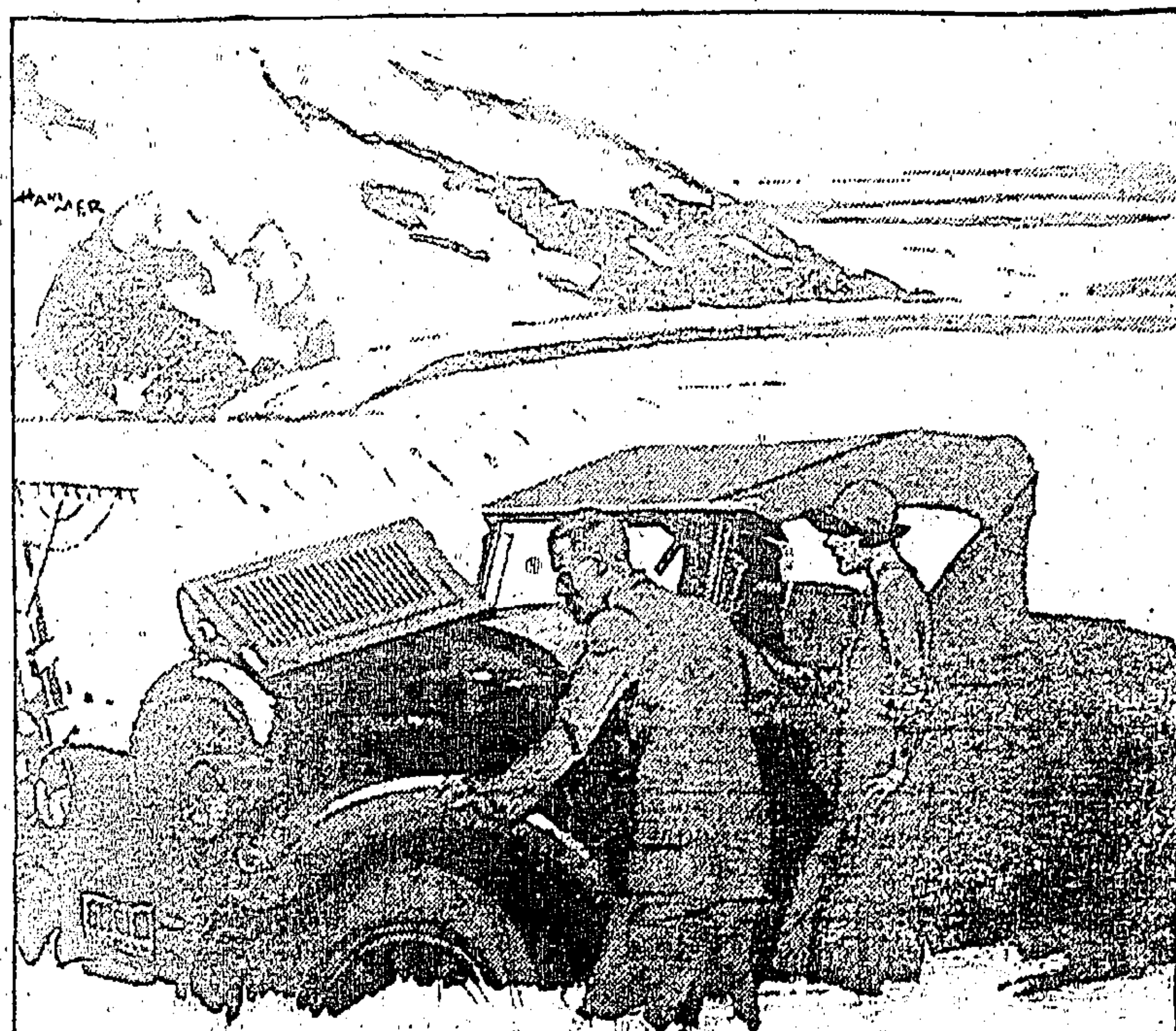
Touring	7-seater	G\$1,600
Coach	5-seater	G\$1,775
Sedan	5-seater	G\$1,880
Roadster	2-seater	G\$1,890
Brougham	5-seater	G\$2,080
De Luxe Sedan	5-seater	G\$2,270
De Luxe Sedan	7-seater	G\$2,375

The above prices are for delivery at your door in Hongkong or Kowloon. All prices subject to change without notice.

THE DRAGON MOTOR CAR CO., LTD.

Telephone Central 1246 or 1247.

33, WONG NEI CHUNG ROAD, HAPPY VALLEY.

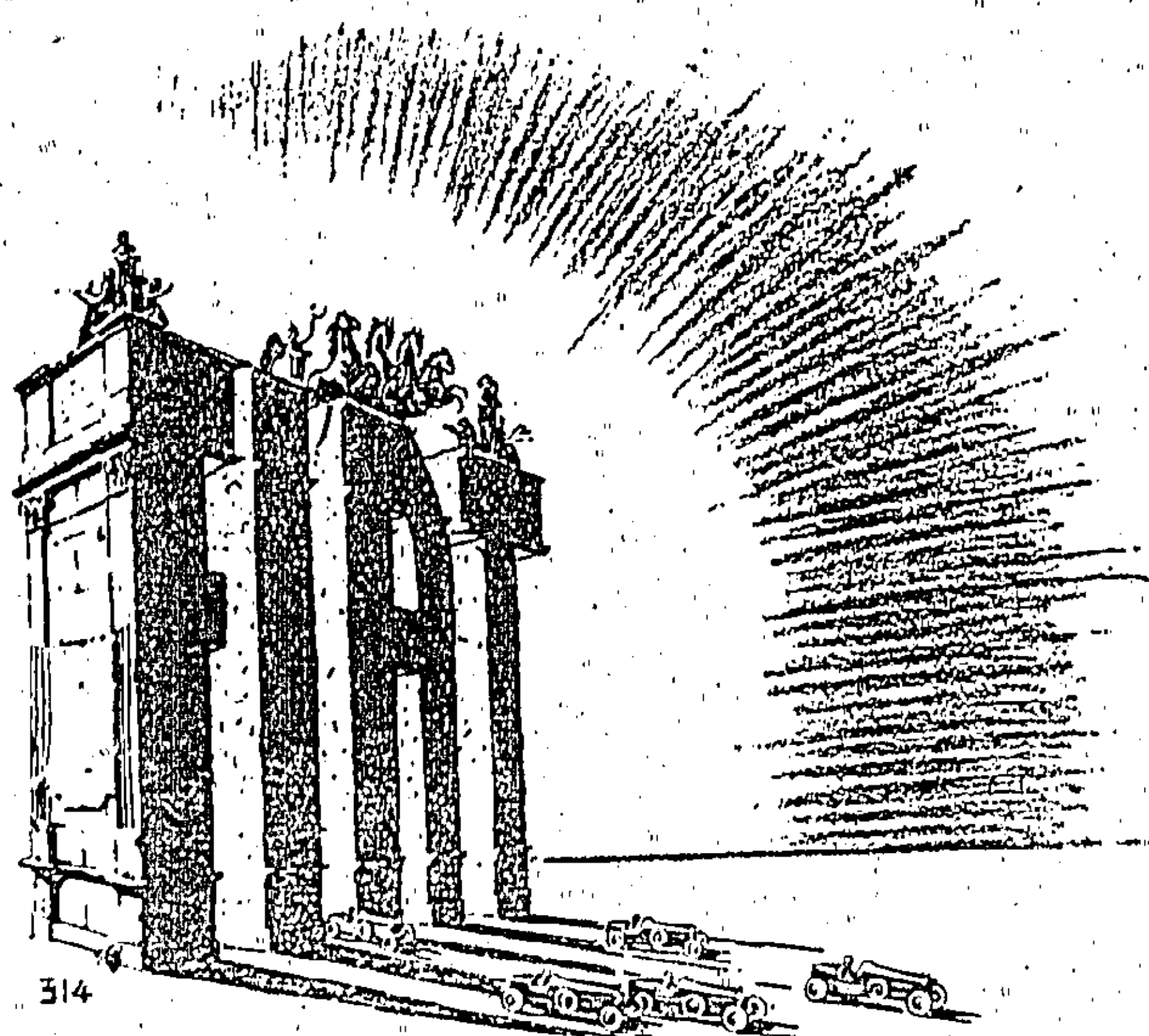


"Why on earth don't you use

SOCONY MOTOR OIL

SOCONY SPRING OIL
STANDARD OIL COMPANY

FOR EASY RIDING
OF NEW YORK



The Triumph of The FIAT.

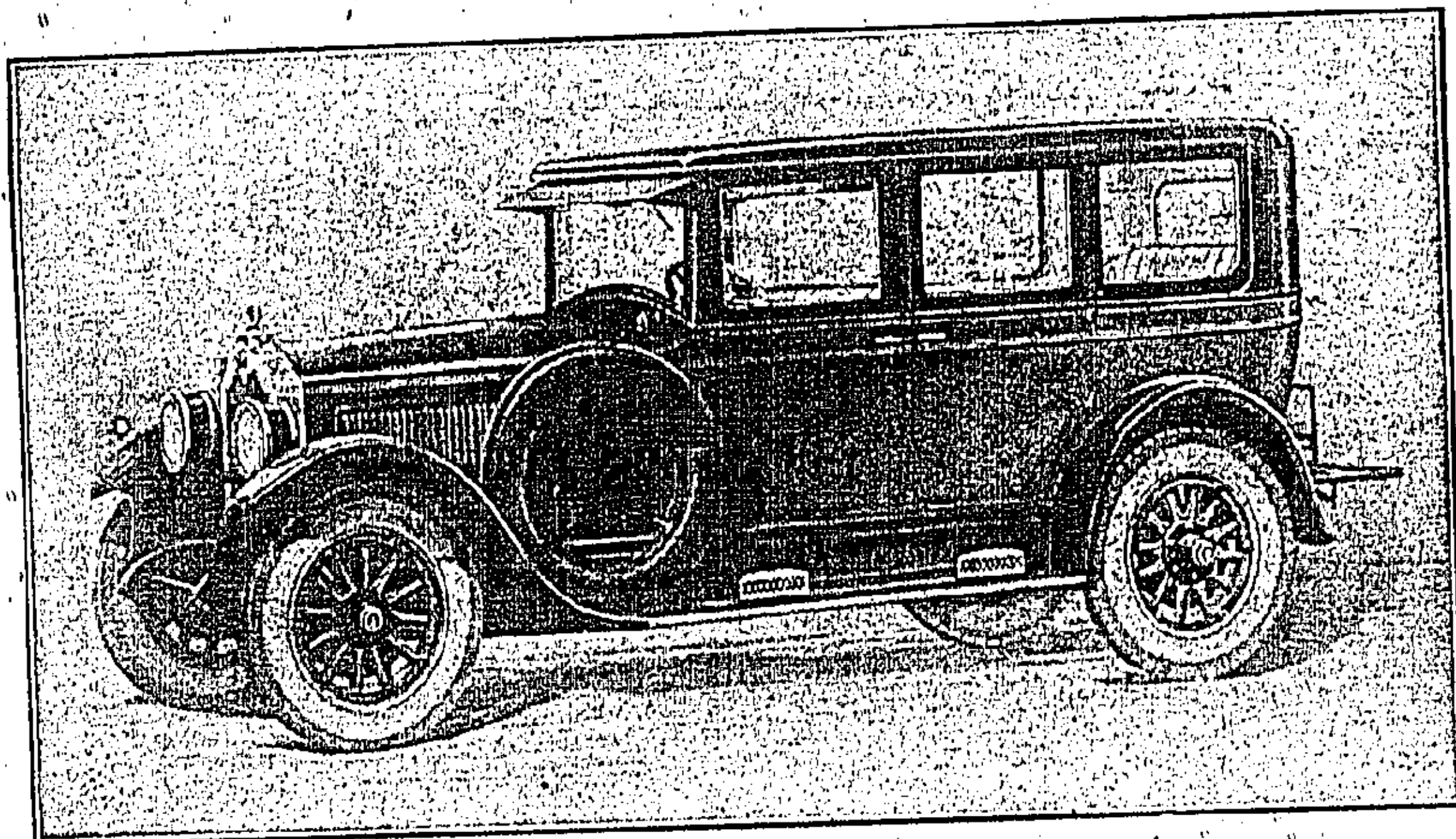
in the Italian Thousand Miles Race, and the race for
the Lake of Garda Trophy.

1st, 2nd and 3rd
Places won by FIAT 509

The "509" and other recent FIAT models can be
seen at the new FIAT Showroom, 67, Des Vœux Road.

Sole Agents for Hongkong, Canton and Macao
SOC. ITALIANA. IMP. ESP. ESTREMO ORIENTE, LTD.

Managers: A. GÖRKE & COMPANY.
China Building 3rd Floor, Telephone C. 2221.



MORE FAVORABLE BUSINESS CONDITIONS IN GENERAL INDICATED BY BUICK PRODUCTION.

A substantial increase in sales for the first twenty days of February over the same period last year is stated by Mr. E. T. Strong, President of the Buick Motor Company to be an indication that his company and the industry in general are on the threshold of one of the greatest selling seasons the automobile business ever enjoyed. Such increases constitute an excellent barometer of favorable business conditions throughout the greater part of the world!

"Buick deliveries showed an increase during the first twenty days of February of nearly a thousand cars over a similar period in 1926," Mr. Strong said. "We have found that automobile sales are an accurate index of general business conditions."

"The value in using these sales figures as an index lies in the fact there has been nothing done to stimulate sales or create a demand which might be contrary to general conditions. The models now on the market are the ones introduced last August with the exception of two additional body styles which were added to the line later. Thus the upward trend in sales can be attributed to more favorable business conditions."

THE HONGKONG & KOWLOON TAXI CAB CO., LTD.
Sole Distributors for Hongkong and South China.

THE DRAGON MOTOR CAR COMPANY, LIMITED.
Authorized Sales and Service Station... Happy Valley

TWENTY TIPS.

From Experience
School.

THINGS TO REMEMBER.

If you value your wrist watch, don't wear it when working near the magneto.

When blowing away dust or filings from a corner or other space, close your eyes.

When using a cold chisel or punch, grip it firmly. If it slips it may travel several yards, and do serious damage.

When using a small screwdriver, don't hold the object into which the screw is being tightened in the palm of the hand.

If your skin is naturally dry or tender, don't wash your hands with petrol or benzole. Ordinary lard is an excellent hand cleanser.

Don't increase the leverage of your spanners by putting a piece of gaspipe on the end. The spanner is always the correct length for the size of nut.

When working on your back under a car, wear goggles and plug the ears with cotton wool. A silk handkerchief inside the collar is an added comfort.

Don't touch your face, and especially your eyes, whilst handling an accumulator.

Don't grip screw threads or delicate parts in hardened vice jaws. Use sheet lead or soft copper on both sides.

Don't bear the unsupported weight of the whole body on a spanner. If it slips you may have a nasty fall.

Keep your hammer face free from paint, glue, or similar foreign matter. The smoother and cleaner it is, the less inclined it will be to slip when hitting a punch or chisel.

When taking down an engine fitted with a self-starter, disconnect the accumulator leads. Failing this precaution, serious damage will be done to the engine, and possibly the workers, if someone treads on the starter switch.

If you find that, after working on your car, dirt which cannot be removed has accumulated under the finger nails, on the next occasion fill them up before you start by scraping them along a piece of soft toilet soap. The feeling is an uncomfortable one, but the results are highly satisfactory.

Don't pour waste petrol down the drain. It is dangerous.

When riveting use a light hammer and give repeated blows. Don't attempt to finish the job with one fell blow.

If the face of the cylinder head is smeared with soap, the joint can be broken without damage to the gasket.

If you place a hot iron on one side to cool, chalk a circle round it as a warning in case someone else picks it up.

The centre carbon from an old pocket flash lamp battery will act as an emergency magneto brush when trimmed to shape with a file.

An emptied petrol can containing air and a few drops of petrol forms a potential bomb. A violent explosion may take place if a naked flame is brought near the outlet.

When taking out the screw holding the end of the spring on a magneto contact breaker, keep your thumb on the spring. If you don't, you will be lucky if you succeed in finding the screw.

TELLING TALES.

Performance Recorded.

AID TO MAINTENANCE OF CARS.

Every day sees the advent of some accessory designed to make motoring more pleasant for the driver. The number of accessories obtainable is legion, and all of them perform some valuable service.

A new accessory that is interesting is an instrument that automatically records the performance of the car. It shows the pulling power of the car, the pull exerted being expressed either by the grade that the car can climb steadily or by the actual pull in pounds which is being exerted.

In this instrument the indications of the pull exerted by the car are correct under all conditions. When the car is in good order and travelling at any speed the pull reading of that speed will show what the performance of the car is. If at some future date the reading secured at that speed is lower it indicates that the performance of the car is lower, and it is time for the driver to have a look over the car to see what is the cause of the lowered performance.

THE STEERING SYSTEM.

Frequent Inspection
Urged.

[By Israel Klein for the
Hongkong Telegraph.]

One of the most ticklish problems Major H. O. D. Segrave had to meet, when he drove his thousand horsepower Sunbeam special at 208 miles an hour over the Daytona beach, was that of steering.

In New York, after his demonstration, he was driven about in a little Marmon sedan, which seemed to respond almost instantly to the slightest turn of the wheel.

"It brought to my mind vividly the difference in control at same speeds and the speed at which I had to travel to make a new world's record," he remarked. With the throttle wide open, the great Sunbeam was eating up space at 300 feet a second, and a turn of the steering wheel meant nothing.

"This is in great contrast to the instant response of the Marmon as we drove around the city at ordinary speeds.

"Covering a mile in 17 seconds, as the Sunbeam did, means that the driver must begin to work on his steering wheel at least half a mile before he really wishes a change effected in his car's direction."

The case is cited not to point out the efficiency of the new Marmon's steering system, as it is to emphasize the importance of a steering system on all cars.

On the steering gear depends the safety of the passengers in the car, for failure to respond immediately to a turn of the wheel might carry the car and its occupants to destruction.

Therefore it is essential that the steering gear be kept tight by frequent inspection and maintenance. It should be solidly anchored to the main frame, the point at which much of the steering strain and shock centres when the front wheels hit obstructions in the road.

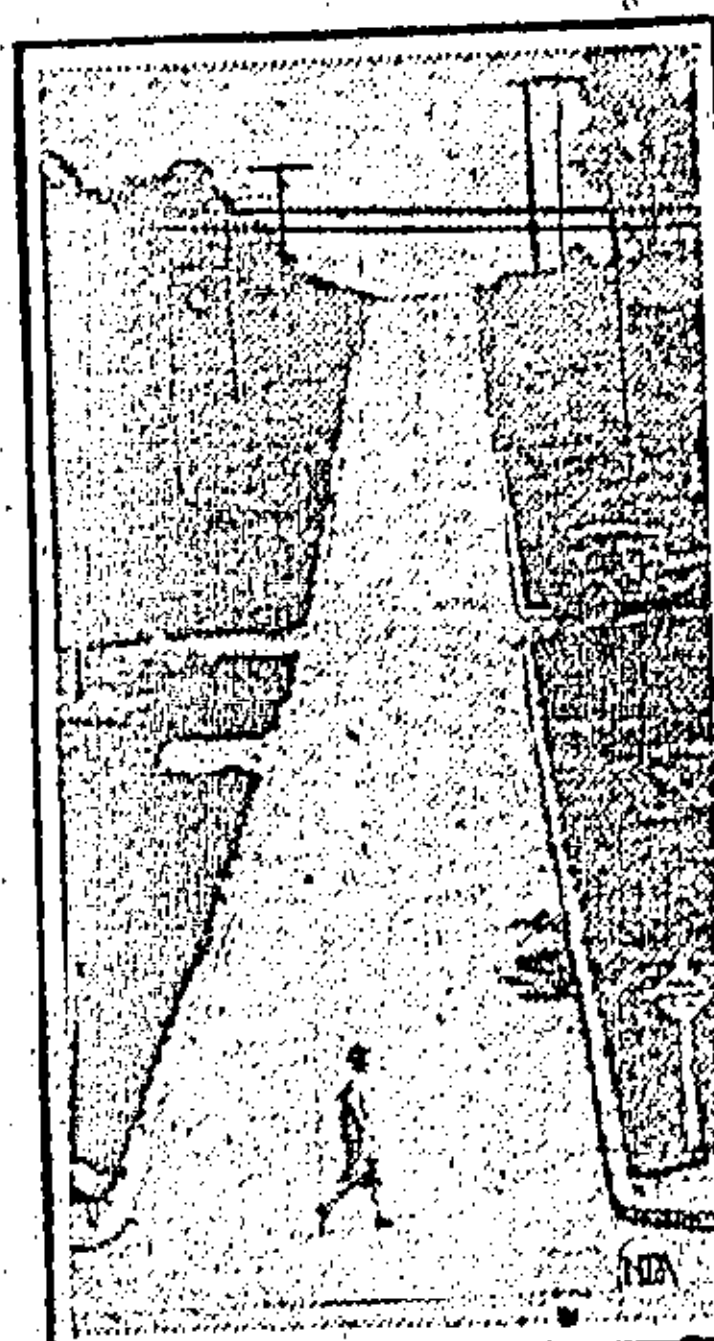
There should be the smallest possible play, without causing binding in any position. With all play taken out when the wheels are directed straight ahead, the steering should be perfectly free to the extreme right and left.

What hurts the steering system, even more than striking ruts and other obstructions in the road, is trying to twist the wheels while the car is standing still. That puts the entire opposition of the car's inertia against the comparatively frail steering gears. It is especially harmful with balloon tyres on the wheels.

It requires quick manipulation, especially in parking within a small space, to turn the wheels back and forth while the car is moving, but that is the only way to do so without harming the steering system.

It can be done, however, by easy stages and deliberate motions.

NOT FOR CARS.

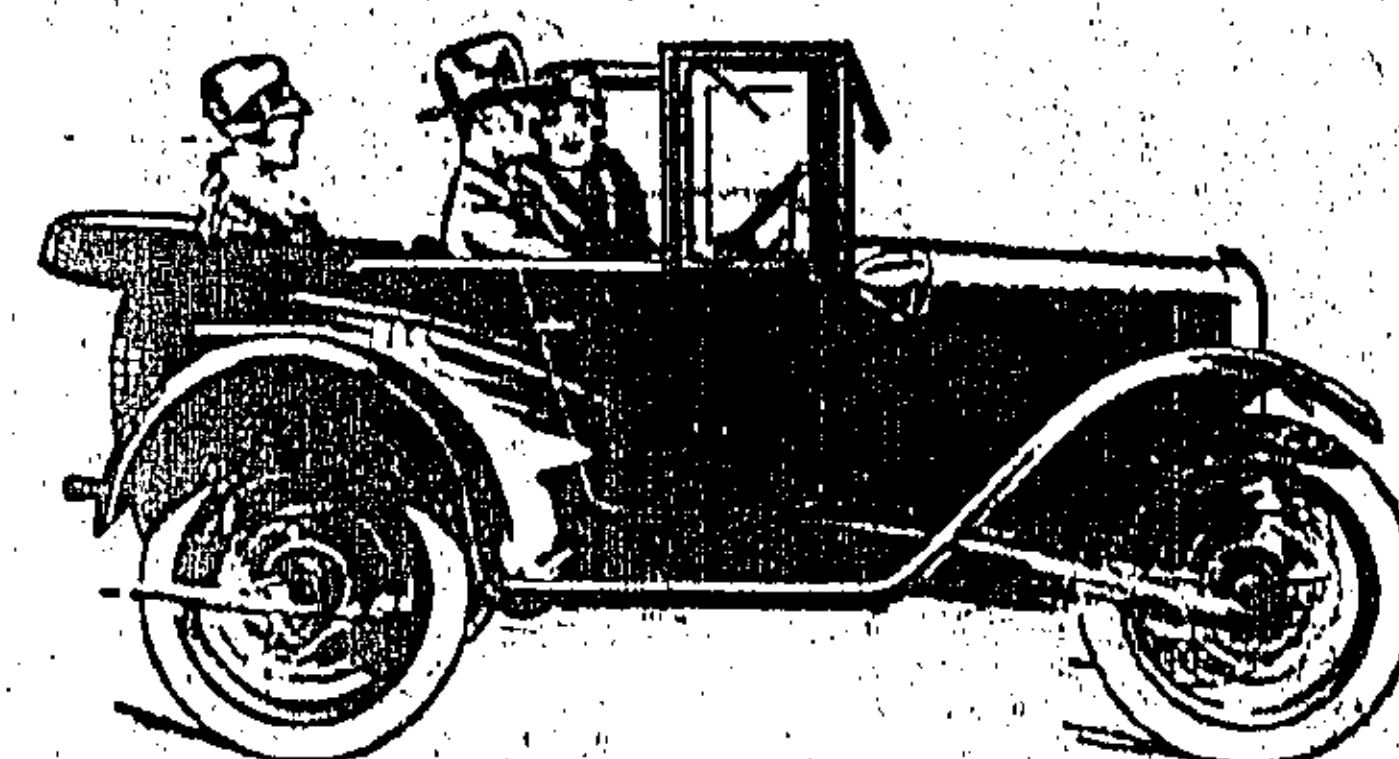


Los Angeles prides itself in the completion of this fine stretch of concrete pavement. But what's the use? It's too steep for most cars to climb or descend it safely. In fact, signs at top and bottom warn motorists not to attempt it.

AUTOS AFTER BORER.

The U.S. Department of Agriculture will spend nearly \$1,500,000 for automotive equipment in its \$10,000,000 fight against the corn borer this year. This includes an outlay for runabout autos, trucks and tractors and the gasoline and oil needed to run them.

THE "AUSTIN SEVEN"



Only takes a day's wages to run it for a month. Not a month's wages to run it for a day!
The only car which you can run and save money at the same time.

REMEMBER, A FEW \$s WILL DELIVER TO YOUR
DOOR ONE OF THESE MODELS.

Balance payable to suit you. Stocks carried.

ALEX. ROSS & Co. (China), Ltd.

New Offices, May 1.—Prince's Building.
2 floor,—Ice House St. Entrance.

ESSEX SUPER SIX MOTOR CARS

17.32 H.P.—110-inch wheelbase—144.67 cubic
inches piston displacement.

Roadster	2-seater	G\$ 980
Touring	5-seater	G\$1,150
Coupe	2-seater	G\$1,150
Coach	5-seater	G\$1,150
Special Coupe	2-seater	G\$1,180
Sedan	5-seater	G\$1,250

DODGE BROTHERS MOTOR CARS

24.03 H.P.—116-inch wheelbase—212.27 cubic
inches piston displacement.

Roadster	2-seater	G\$1,100
Special Roadster	2-seater	G\$1,150
Rumble Seat Sport Roadster	4-seater	G\$1,250
Touring	5-seater	G\$1,125
Special Touring	5-seater	G\$1,175
Sport Touring	5-seater	G\$1,210
Touring	7-seater	G\$1,320
Special Touring	7-seater	G\$1,370
Coupe	2-seater	G\$1,275
Special Coupe	2-seater	G\$1,325
Sedan	5-seater	G\$1,325
Special Sedan	5-seater	G\$1,375
De Luxe Sedan	5-seater	G\$1,500

HUDSON SUPER SIX MOTOR CARS

29.40 H.P.—127-inch wheelbase—288.60 cubic
inches piston displacement.

Touring	7-seater	G\$1,600
Coach	5-seater	G\$1,775
Sedan	5-seater	G\$1,880
Rumble Seat Sport Roadster	4-seater	G\$1,890
Brougham (Custom Built)	5-seater	G\$2,080
Sedan (Custom Built)	5-seater	G\$2,270
Sedan (Custom Built)	7-seater	G\$2,375

PACKARD SINGLE SIX MOTOR CARRIAGES

29.40 H.P. R.A.C. Rating—block test actually develops
more than 80 H.P.—288.60 cubic
inches piston displacement.

MODEL 426—SINGLE-SIX—126-INCH WHEELBASE.

Phaeton	5-seater	G\$2,635
Rumble Seat Roadster	4-seater	G\$2,765
Sedan	5-seater	G\$2,765

MODEL 433—SINGLE-SIX—133-INCH WHEELBASE.

Touring	7-seater	G\$3,215
Coupe	4-seater	G\$3,215
Club Sedan	5-seater	G\$3,255
Sedan	7-seater	G\$3,335
Sedan Limousine	7-seater	G\$3,435

PACKARD STRAIGHT-EIGHT MOTOR CARRIAGES

39.20 H.P. R.A.C. Rating—block test actually develops
more than 105 H.P.—384.80 cubic
inches piston displacement.

MODEL 336—STRAIGHT-EIGHT—136-INCH
WHEELBASE.

Phaeton	5-seater	G\$4,185
Rumble seat Roadster	4-seater	G\$4,290
Sedan	5-seater	G\$5,300

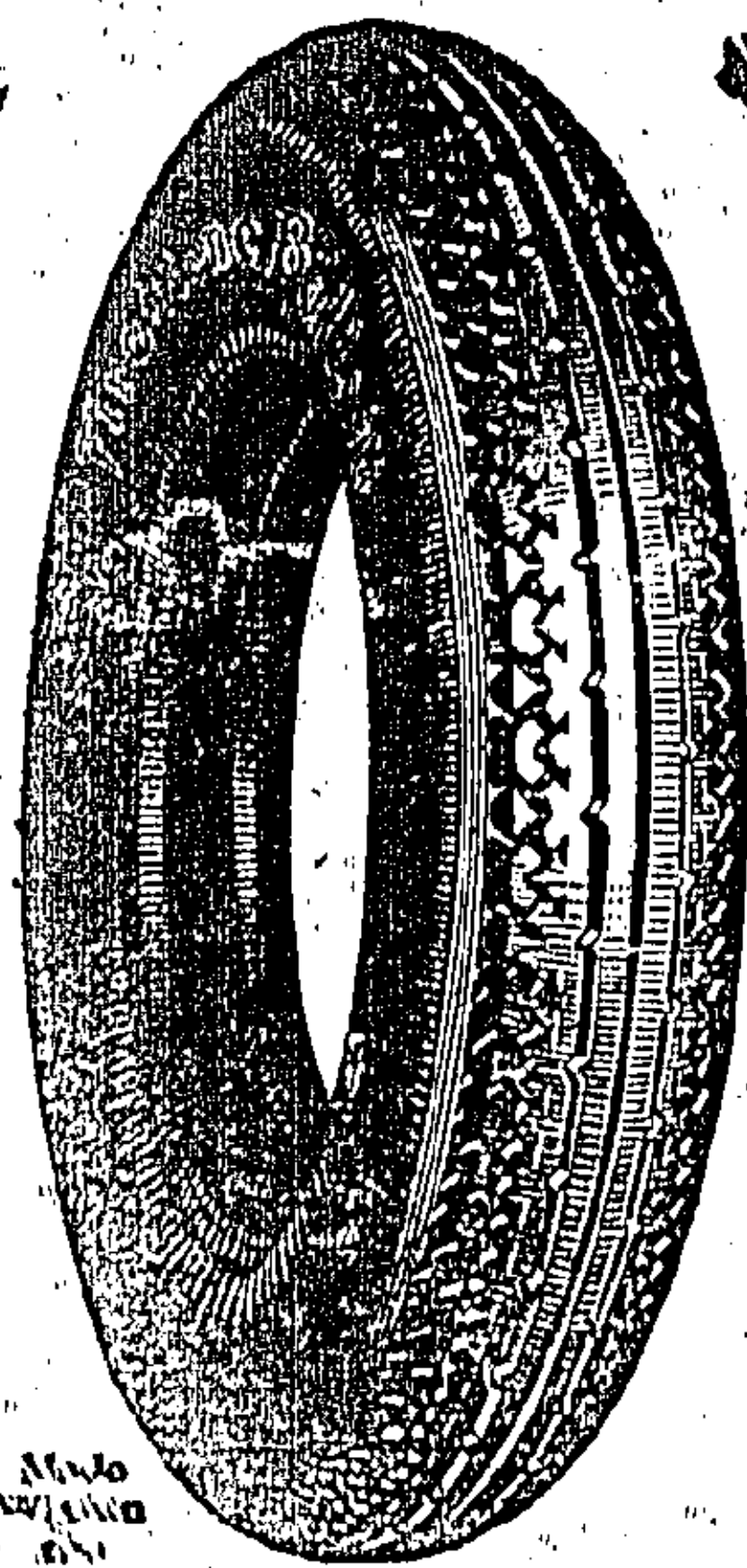
MODEL 343—STRAIGHT-EIGHT—143-INCH
WHEELBASE.

Touring	7-seater	G\$4,430
Coupe	4-seater	G\$5,370
Club Sedan	5-seater	G\$5,510
Sedan	7-seater	G\$5,625
Sedan Limousine	7-seater	G\$5,725

The above prices are for delivery in Hongkong or Kowloon. All prices and specifications subject to change without notice.

THE DRAGON MOTOR CAR
Co., Ltd.

Telephone Central 1245 or 1247.
83, WONG NEI CHUNG ROAD, HAPPY VALLEY.



Straight to the Mark of Public Favour

"Hitting the bull's eye" with its records of success—the Firestone Full-Size, Gum-Dipped Balloon has set today's highest mark in tyre quality.

Full-Size Balloons are acknowledged to be the easiest riding tyres ever built, and it is due to the Firestone process of Gum-Dipping that the thin sidewalls are strong enough to stand the added flexing strain of this type.

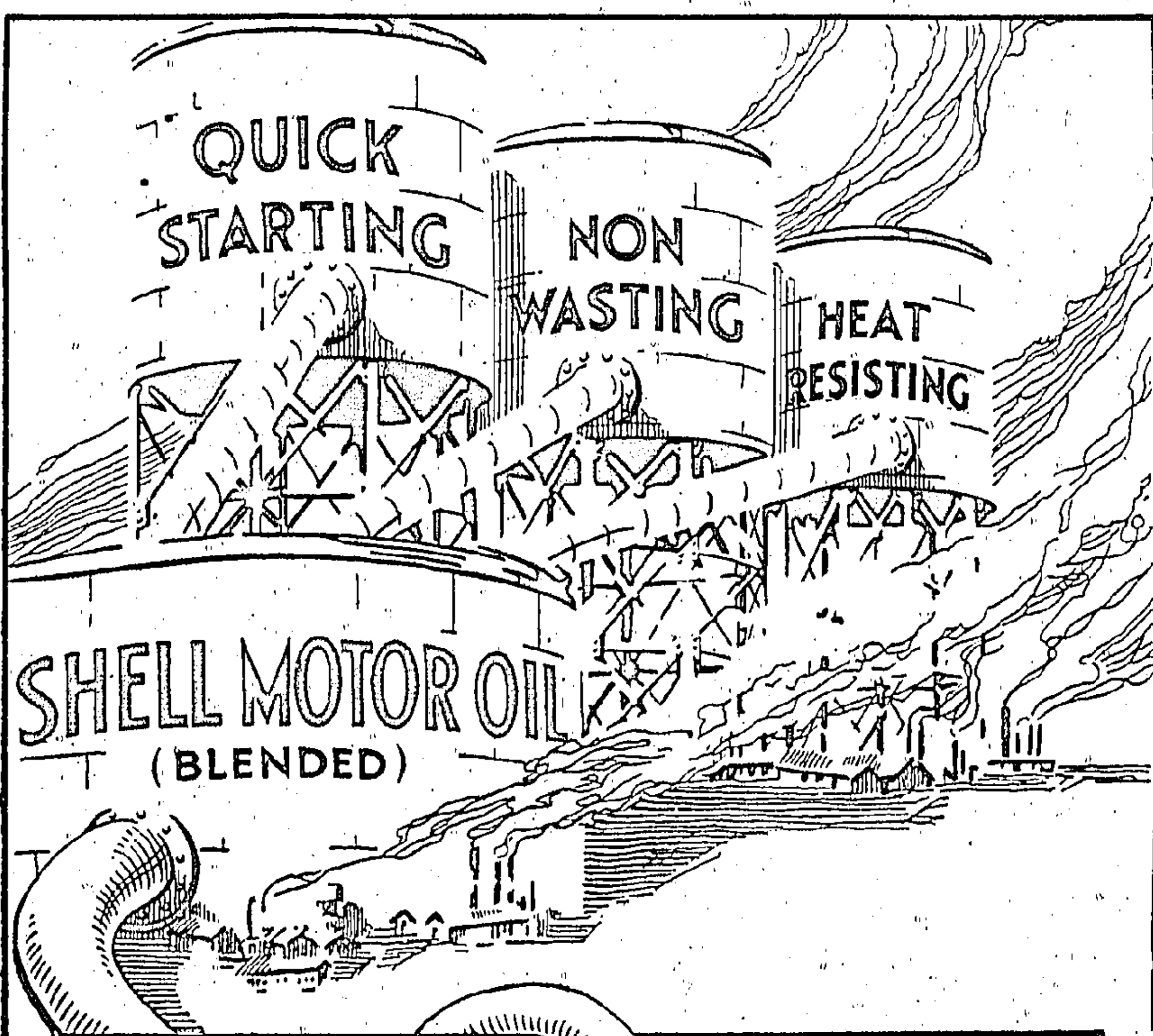
Long mileage, car-protection and low petrol cost are further advantages.

Firestone

THE DRAGON MOTOR CAR CO., LTD.

Telephone Central 1246 or 1247.

33, WONG NEI CHUNG ROAD, HAPPY VALLEY.



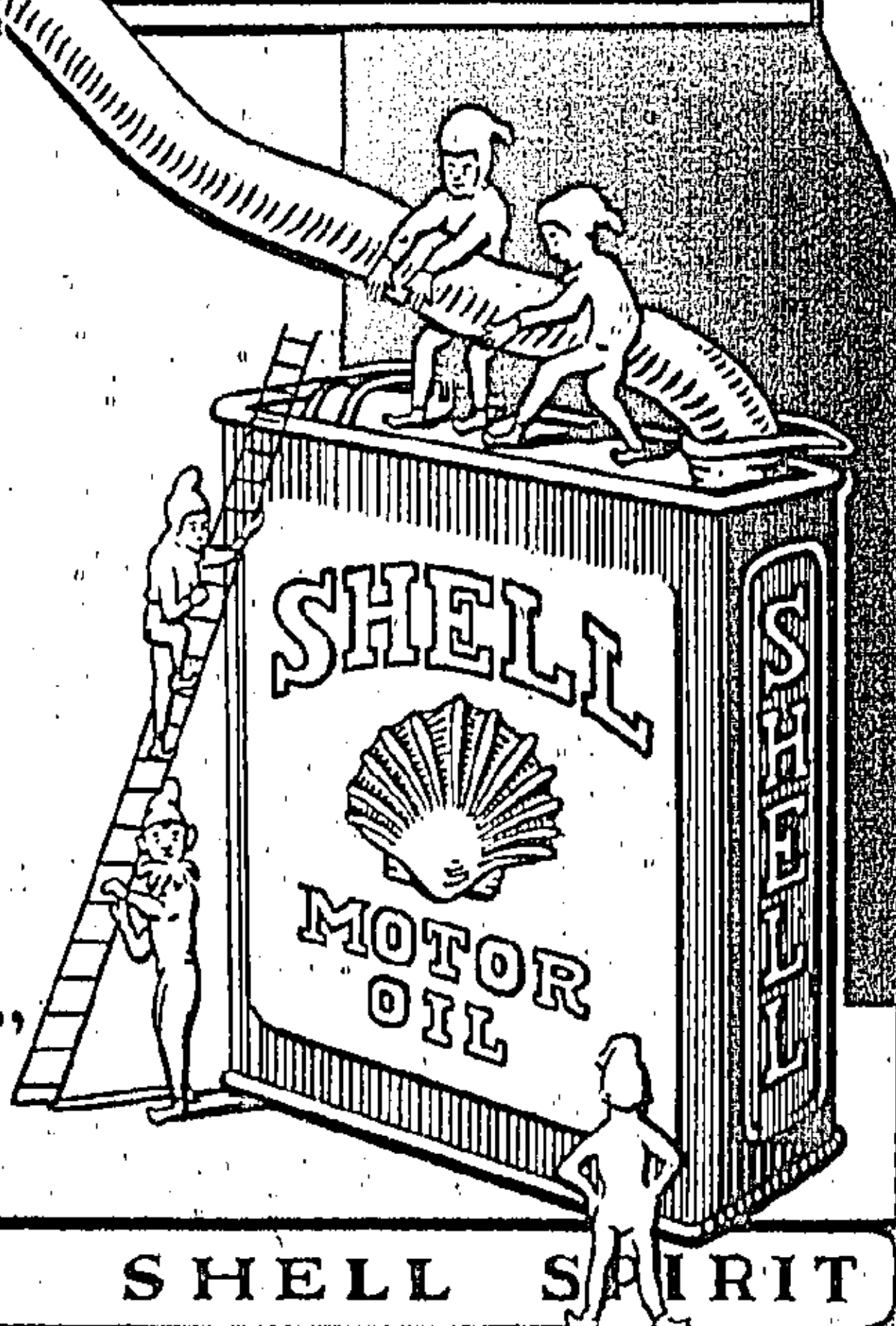
SHELL offers you motor lubricating oil scientifically blended to do properly the three things which oil ought to do.

1. At cold air temperatures it is free flowing to give quick starting.
2. At crankcase temperature, relatively thick to ensure economical consumption.
3. At cylinder temperature it has good fluidity to reduce friction but retain sufficient body to ensure efficient lubrication.

Shell Oils as sold to the public are exactly the same as were used to set up the world's speed records of 1926 for both cars and motor cycles.

Asiatic Petroleum Co. (S. China) Ltd.,

ASIATIC BUILDING.



AS GOOD AS SHELL SPIRIT

HINTS FOR THE MOTORIST

by ALBERT L. CLOUGH

"PINKING" AND GASOLINE.

Not a few motorists have cars which cannot be operated on hard pulls, with wide open throttle, without their engines "pinking" or developing the light, sharp knock known as detonation and sometimes referred to as the fuel knock. Some of these engines which will run smoothly, just after having been cleaned of carbon, will begin to "pink" after a few hundred miles of service. This trouble is generally due to the compression pressure attained in the cylinders being too high to permit normal combustion of the fuel used; pinking being caused by the excessive pressure of abnormal explosion waves set up in the burning mixture. Some motorists seek to reduce pinking by reducing compression, using an extra gasket between the block and the cylinder head to increase the clearance space and use ordinary gasoline as fuel, but there is another possible solution, namely to adopt a fuel which will burn without detonation and knocking under existing compression pressure. Such anti-knock gasolines are now obtainable almost anywhere and cost but a few cents a gallon more than ordinary gasoline. Indeed it is highly probable, that in the not distant future, all gasoline sold will possess anti-knock properties. Until that time comes, however, it is usually possible to prevent pinking in an engine which is subject to it, by running it on some brand of non-detonating gasoline, but it should be remembered that the use of these special gasolines is no remedy for mechanical or pre-ignition knocks, but only for genuine fuel kerosene involving detonation.

"Running in" a New Engine.

Question: I expect to buy a new car very soon. What suggestions can you give me as to "breaking in" the engine. How much oil should be mixed with the gasoline and how long should this method of lubrication be kept up? How often should valves be ground?

Answer: The instruction book furnished with the car will give you directions as to running in a new engine, but in a general way, a car right from the factory should not be run at more than 25 m.p.h. for the first thousand miles. Engine oil should be drained and renewed after the first two hundred miles, and more frequently than normally for several more fillings. One pint of oil to each 5 gallons of gasoline will be about right. After a thousand miles there will be little advantage in mixing oil with the fuel. If the valves are tight when you get the car, they should not require grinding under 5,000 miles and may go longer without it. Do not have them ground until competent inspection shows that they actually leak to a material extent. Unnecessary grinding of valves is to be avoided.

Oil Pressure.

Question: The oil gauge of my car registers about two pounds with the engine idling and about 15 pounds with the engine warmed up and the car running thirty miles per hour. The gauge reads up to fifty pounds. I am using oil of good quality and changing it does not affect the gauge reading. Is the pressure I am getting sufficient?

Answer: The oil pressure recommended by the manufacturer is one pound for each two miles per hour of speed and this checks all right with what you are getting.

Semi-Automatic Spark Control.

Question: My car has automatic spark advance and still there is a spark lever on the steering wheel. If the spark is automatic, why this control lever?

Answer:—The type of ignition control on your car is more usually spoken of as semi-automatic. The automatic device regulates spark advance only through the ordinary driving range, that is for all engine speeds made use of in ordinary service, but it is probably not designed so as to give sufficient retard for safe cranking or to give sufficient advance to permit the maximum speed of the engine to be obtained. The hand lever is provided to give full retard and to give extreme advance in case very high speed is desired.

Larger Tyres.

Answer:—Yes, 33 x 5.77 inch semi-balloons will take the place of the 32 x 4 1/2 inch tyres now on your car, but before adopting them, you better have one of these larger casings tried on both a front and a rear wheel and inspect carefully to make sure that they will not run too close to the wheel housings or mudguards, with the springs deflected, way down and chains on the tyres and that there is no danger of their interfering otherwise. You can soon tell if the larger tyres are going to reduce the angle to which the front wheels are turned in steering, enough to be disadvantageous. Steering movements will probably be appreciably harder with these oversize tyres, but not enough so as to prevent their use.

New Piston-Rings.

Question:—I have a car which I intend to overhaul and which has been run 20,000 miles. The engine has pretty good compression, but at times, oil appears around the spark-plugs. Would it be advisable to put in new piston-rings?

Answer:—Yes, this will be a logical thing to do, if you find that the cylinders are still perfectly smooth and are not much out of round.

MOTOR CYCLING.

The Tourist Trophy Races.

For many months before the T. T. Races in the Isle of Man take place motor cycle manufacturers have under consideration plans for rendering their products more reliable and more efficient. Both manufacturers and private owners realise the enormous influence these races exert on the design of every component, and they equally appreciate the sporting element in this, the blue ribbon of the motor cycling world. Preparations for this year's races, which take place in June, are well under way, but, of course, much still remains to be done. The predominant trend of modern engine design, as exemplified by the new Tourist Trophy machines, is towards the adoption of overhead-cam-shaft units, and many experimental engines of this type are undergoing at Brooklands and elsewhere tests which will, doubtless, merit their being used in the Isle of Man.

It is anticipated that the Senior Race, for machines with engines of 500 c.c. capacity, will provide a greater struggle for pride of place than any of the other previous events; there is no doubt that the medium-sized motor cycle engine has lost none of its popularity, and that it has by no means been developed to the fullest, possible extent for ordinary road usage. *The Motor Cycle.*

SEVERE TESTS.

"Colonial" Motor Cycle Trials.

A perusal of recent issues of the *Motor Cycle* is sufficient to convince anyone that motor cycles are continually subjected to tests which no other type of vehicle could survive. Several trials have been held this year in which most of the routes was over lanes deep in mud and hills which no one would attempt to climb in the winter. The majority of these trials are of a sporting nature, and are not intended to be more than entertainment for the riders and spectators, but without doubt they serve to develop motor cycles for the roughest colonial use.

HELPING THE BLIND.

A White Walking Stick.

So that their disability will be known to motorists and pedestrians the blind members of the Eastbourne (Eng.) Braille Club have decided to carry a white walking stick. The idea is that the white sticks will be readily seen by drivers, who will exercise greater caution than would usually be the case with able bodied pedestrians. It is an idea that could be well adopted in this country.

ACROSS THE ATLANTIC.

Special Boats for Cars.

Of late years every effort has been made to reduce the cost of transporting cars from America to Europe. One of the difficulties in this respect has been a way of handling cars without having them crated, which is a particularly expensive job. To overcome this, a new service of specially constructed steamers has been inaugurated between New York and England, for the purpose of transporting fully-assembled cars. The cars are not crated, but are loaded on to the steamer without being boxed, being pushed up a ramp on to the deck on their wheels.

AUSTRALIAN TRADE.

Clyno Sales Soar.

The recent Clyno price drop has received a splendid reception from the Australian public, states a sales executive of Cars of England, Ltd. "Prospective purchasers are quite emphatic in stating that, price permitting, their preference is for the British car."

"Several Clyno owners who purchased in January have written, stating their entire confidence in Clyno, and eulogising its splendid stamina, all of which goes to prove that, when designed for Australia, the British car will receive preference."

Kumber

3.49 H.P., O.H.V.

WE have just received a shipment of these famous

SPORTS

MOTOR CYCLES

AND SIDECARS

THESE SNAPPY MACHINES ARE NOW—

ON SHOW

IN OUR SHOWROOM. CALL AND SEE THEM EARLY.

Lane, Crawford, Ltd.

SOLE AGENTS.

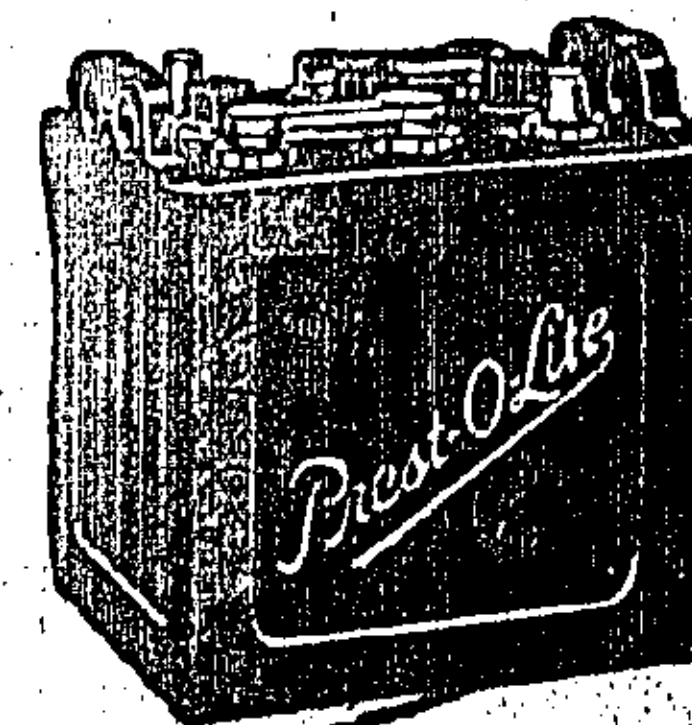
Prest-O-Lite

STORAGE BATTERY

THE Prest-O-Lite 613 JFK—full 13 plate replacement for Ford, Chevrolet, Buick (Standard), Essex, Cleveland, Oldsmobile, Moon and Pontiac—offers the most economical and satisfactory replacement battery possible to obtain for any of these cars. Other types give the same exceptional service for other makes of automobiles.

All Prest-O-Lite Batteries are backed by Prest-O-Lite Service and sell at remarkably low prices compared with any similar full sized batteries of standard makes.

Hongkong Hotel Garage.



AUTO BLAZES TRAIL.

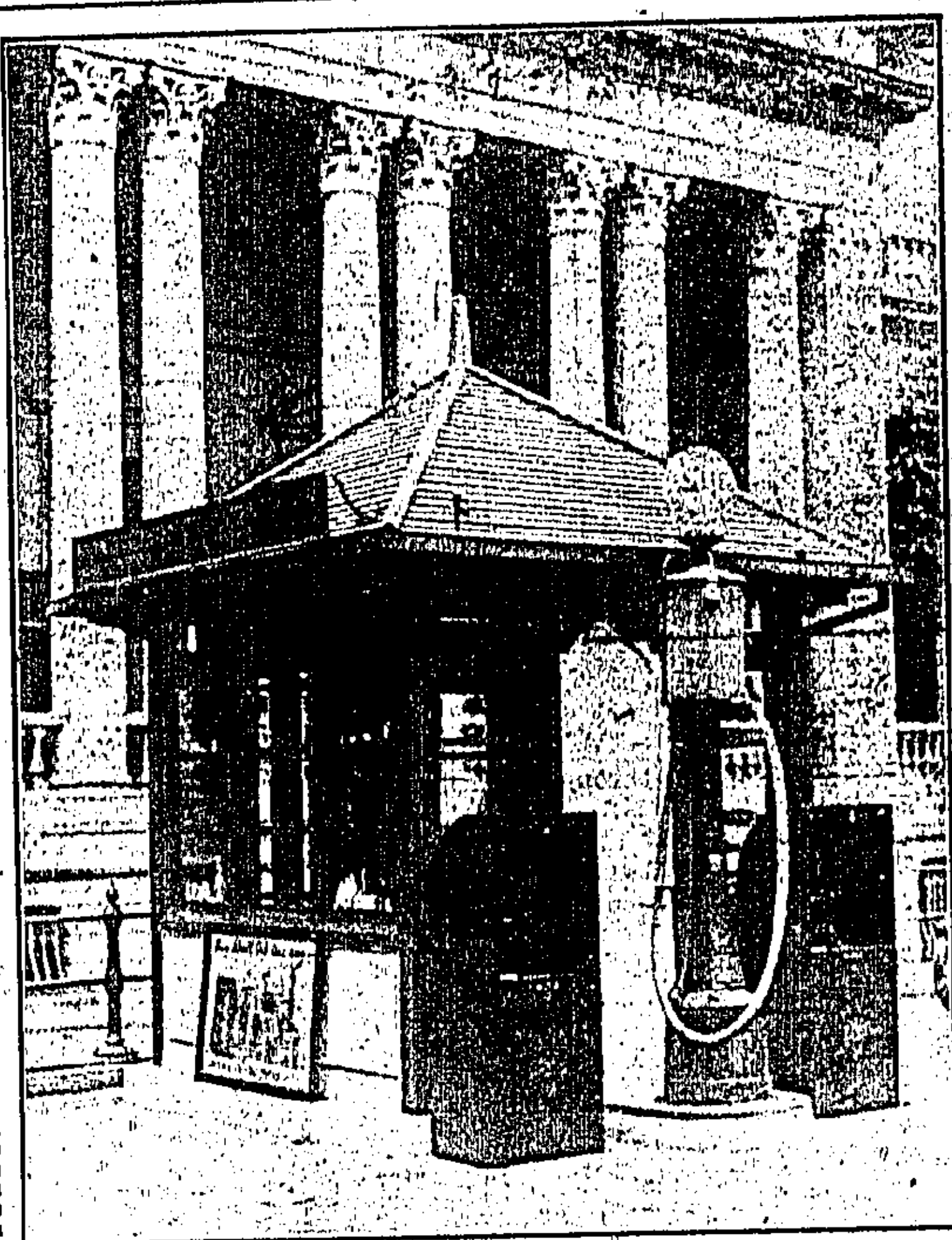
An automobile "blazed" the trail from Buenos Aires, Argentina, to Asuncion, Paraguay,

according to reports to the United States Department of Commerce. This accomplishment was the first journey by automobile between the Argentine capital and the remote inland capital of Paraguay.

LICENSE FOR JUNIORS.

Connecticut is considering passage of a law permitting "junior" or persons from 16 to 18, to be licensed as automobile drivers.

MOTOR SPIRIT **SHELL** MOTOR OILS



CENTRAL FILLING STATION
OUTSIDE CITY HALL, HONGKONG.

The Asiatic Petroleum Co., (South China) Ltd. Hongkong.

OIL FUEL.

For Motor Cars.

AUSTRALIA'S VITAL NEED.

A report of far-reaching importance to Australia has recently been made by the Federal committee which has been probing the problem of a local supply of liquid fuel for motor cars.

The report states that since 1918 the consumption of petrol in Australia has increased from 17,000,000 gallons to 124,000,000 gallons last year, practically the whole of which was imported.

The annual consumption of petrol is doubling every three years. In a few years Australia will require more than 3,000,000,000 gallons a year. Of 124,000,000 gallons of motor fuel at present required in Australia annually only 8,450,000 gallons are produced locally, of which 7,000,000 gallons are produced from imported crude oil.

The committee which represented the Commonwealth Engineering Standards Association consisted of Mr. P. C. Holmes Hunt (chairman), Dr. T. Guthrie, Mr. J. B. Henderson, and Mr. G. Lightfoot, acting secretary of the Council for Scientific and Industrial Research.

Possibilities of Coal.

"The admittedly vital need that a reasonable proportion of liquid fuel required for motor traction in Australia should be of local production," says the report, "gives ample ground for regarding power alcohol from the point of view of potential fuel resources. Motor fuel is essential to modern life.

"It must be obtained from foreign sources or locally, and although local production of alcohol may absorb as many heat units as will subsequently be obtained from it, it may be highly desirable to draw thus upon the resources of coal to obtain fuel which is suitable for motor engines."

Obviously, the last question is largely a matter of economics and in the report attention has been concentrated on those materials that offer some prospect of providing appreciable quantities of motor-fuel and thus of having a definite influence on the power resources of the Commonwealth.

The report proceeds to examine the possibilities of obtaining adequate supplies of power alcohol from by-products, waste crops and native vegetable growths.

Power Alcohol.

The production of power alcohol, it says, is of great value since it supplies power in a form that is essential to modern conditions.

Its manufacture can be quickly and extensively developed, provided it is thought that from a national point of view it is worth meeting the cost necessary in order to render the Commonwealth less dependent on outside supplies of motor fuel.

It is quite possible even under present conditions with suitable management and public support, that power alcohol could be produced on a large scale in Australia at less than 1s. 6d. a gallon, but there is not the least chance of this being attempted unless a market is assured.

This point, says the report, cannot be too strongly emphasised.

The committee regards the production of power alcohol from cultivated crops of primary importance, since all other sources of alcohol are so limited or in the present stage of knowledge commercially impracticable.

AERO ENGINES.

Air Cooled Or Water Cooled.

At the present moment when there is so much speculation as to which is the more suitable type of aero engine for all purposes—air cooled or water cooled—it is of interest to note that when machines are selected to attempt world's records for high speed, altitude, weight carrying, etc., the engine invariably chosen is the water cooled.

There are at the present moment fifty-one world records for aeroplanes and seaplanes. Of these, forty-eight are held by machines fitted with water-cooled engines.

In the Schneider Cup Race this year, an interesting comparison will be possible, as of the British machines to be entered, two will be fitted with the Napier water-cooled aero engine, and one with the air-cooled Jupiter.

HEART OF THE ENGINE.

Spark Plug Troubles.

The heart of the engine is the spark plug. It is therefore essential that this part of the engine be of the best material and that it be kept in perfect condition.

Many faults in the engine centre at this part. Many troubles in motoring can be corrected by the repair or replacement of the spark plug.

A poor grade of plug is poor economy at the start. Loss in power may result through leakage of compression and leakage of electricity.

If the body of the plug is of a poor grade of porcelain, it will become porous and allow the gas formed under high pressure to leak through instead of spending its energy on the piston. Or it will allow the electricity needed to ignite the gas to seep through the porcelain and leave the remainder to cause a weak spark.

Poor throttling, poor pick-up, missing on hard pulls or high speeds are often caused by use of such spark plugs, although other causes may contribute.

A leaky spark plug may be recognized by its black appearance, not of the kind produced from a layer of carbon.

Spark plug troubles generally arise from leaky piston rings, and the pumping of lubricating oil into the combustion chambers. They may come from carbon deposits, from cracked porcelain jackets, burned out electrodes, loose plugs or either too wide or too narrow a spark gap.

To avoid most of these troubles, the plugs should be cleaned regularly, they should be replaced with new ones about once a year, the spark gap should be reset to the width of a thin dime, they should be tightened effectively but not too much, and the engine, including the pistons and piston rings, should be tested against leakage of oil.

To locate a missing spark plug, first check up the ignition by releasing the wire to each plug, individually, running the engine slowly and seeing whether sparks are formed when the wire is placed about three-sixteenths of an inch away from the terminal.

If the spark appears without a miss, at each spark plug terminal, the ignition isn't at fault.

To locate the faulty spark plug, short each separately, while the engine is running, by placing the metal part of a wood handle screw driver across terminal and engine head.

If the engine keeps running as previously that plug is the faulty one. If the engine misses even more than originally, the spark plug being tested is good.

The remedy, once the faulty plug is located, is either to clean it thoroughly or replace it.

A spark plug may be cleaned with kerosene or gasoline. In this event, the oil should be washed off thoroughly and the plug be left out to dry before it is replaced.

Alcohol, however, is best for cleaning for it dries quickly.

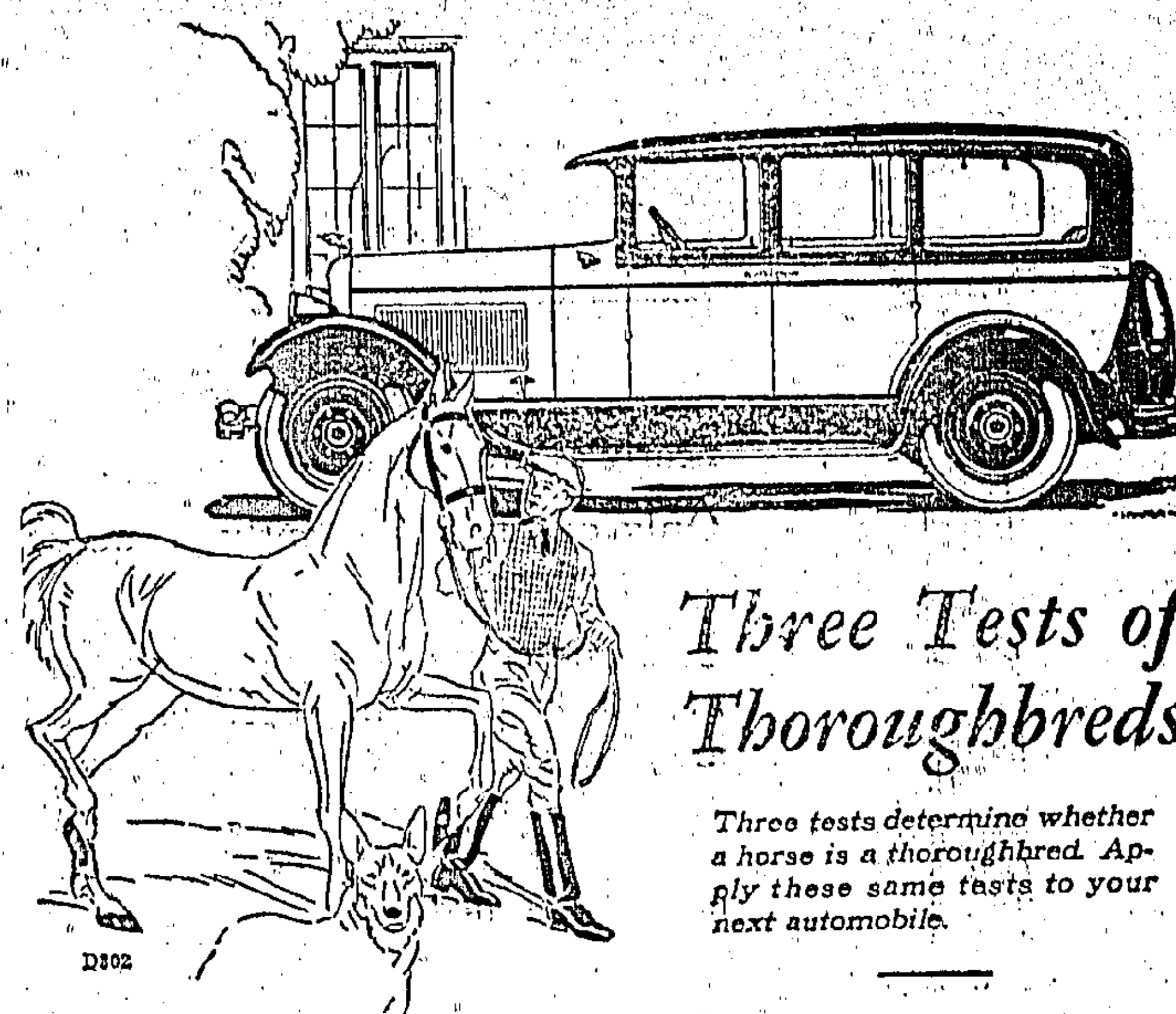
The porcelain shouldn't be scraped, for the fine glazed finish is essential to prevent porosity, which causes electrical and gas leaks.

When the plug is replaced it should be screwed in firmly, but not so firmly as to crack the porcelain.

16-50 HORSE POWER?

The Meaning of Car Ratings.

During the last few years an increasing number of motor car manufacturers have adopted a system of rating their models, which, although simple, is not quite clear to many people. Take, for instance, the "16/50 h.p." Rover; here the "16" refers to the nominal horse-power rating according to the formula adopted by the Treasury for taxation purposes (which takes into consideration only the bore of the cylinders, and not the total capacity of the engine), while the "50" refers to the power actually pulled by the engine on the test bench. Thus, the car in question has an engine that actually develops 50 h.p., although only taxed at 16 per annum. Efficient design is responsible for this extraordinary difference between actual and tax-rated horse-power.



Three Tests of Thoroughbreds

Three tests determine whether a horse is a thoroughbred. Apply these same tests to your next automobile.

First, its pedigree: The Studebaker name has stood for satisfaction and honest value for 75 years. Today Studebaker is the world's largest exporter of high-powered motor cars.

Second, judge its performance: Ride through traffic in top gear, at a walking pace, or race the Express. Thrill to eager six-cylinder power that mocks at mountains or mud. Miles slip away silently behind you. Relax in cradled comfort as in your favorite chair. Four-wheel brakes and easy maneuverability insure peace of mind while riding in this luxurious car.

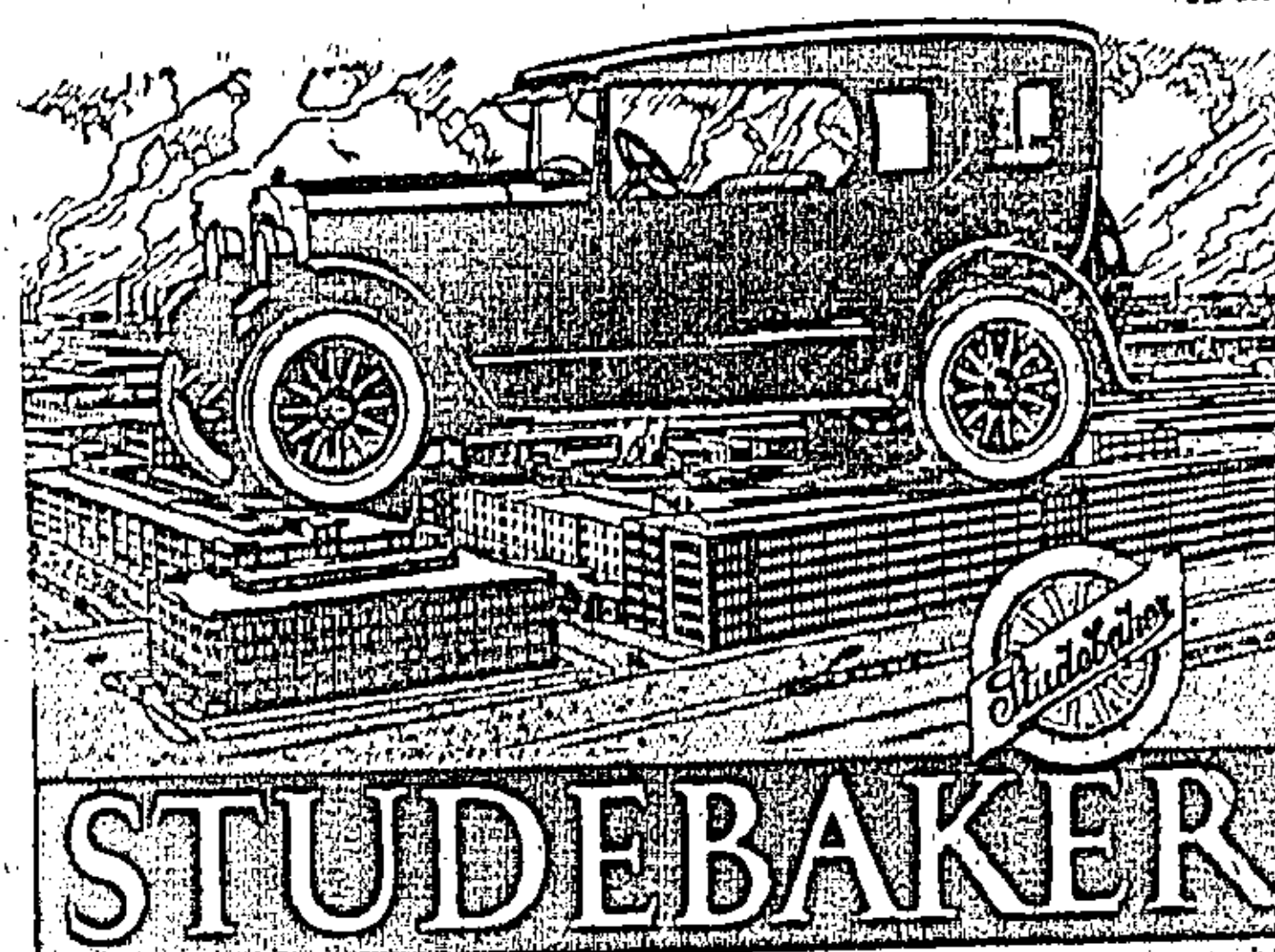
Third, does it look the part of a thoroughbred? The President's low-slung all-steel body, gleaming with luxurious lacquers and nickel trim, sets it apart from ordinary cars.

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Folding Top Sports-Roadster	3 seater	1,485	
Duplex-Phaeton	5 seater	1,490	
Folding Top Tourer	7 seater	1,530	
Coach (2 Door)	5 seater	1,600	
Country Club Coupe	3 seater	1,690	
Custom Victoria	4 seater	1,700	
Custom Sedan	5 seater	1,710	
Custom Berline	5 seater	1,730	
BIG SIX 120" WHEELBASE. 36.04 H.P.—120" W.B.			
Duplex-Sports-Phaeton	5 seater	G.\$1,785	
Folding Top Sports Roadster	3 seater	1,835	
Duplex-Roadster	3 seater	1,870	
Club Coupe	5 seater	1,905	
Custom Brougham	5 seater	2,030	
Custom Victoria Chancellor	4 seater	2,050	
Custom Berline	5 seater	2,065	
Fire Chief Duplex-Roadster	3 seater	2,090	
BIG SIX 127" WHEELBASE. 36.04 H.P.—127" W.B.			
Duplex-Phaeton	7 seater	G.\$2,220	
Folding Top Phaeton	7 seater	2,220	
"President" Sedan	7 seater	2,675	
"President" Berline	7 seater	2,755	
"President" Limousine	7 seater	2,925	

All prices include 1 wheel brakes spare wheel, tire and tube, windshield wiper, handview mirror, bumpers, spare horn, tools etc., etc.

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Only one is permanently proud of his purchase.

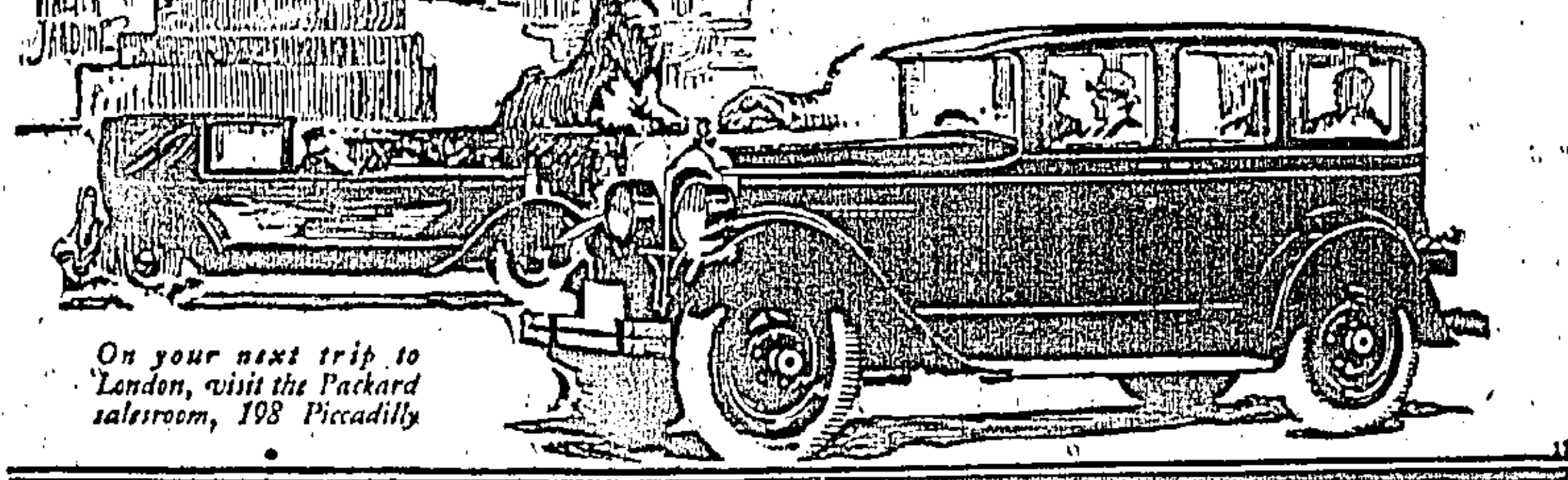
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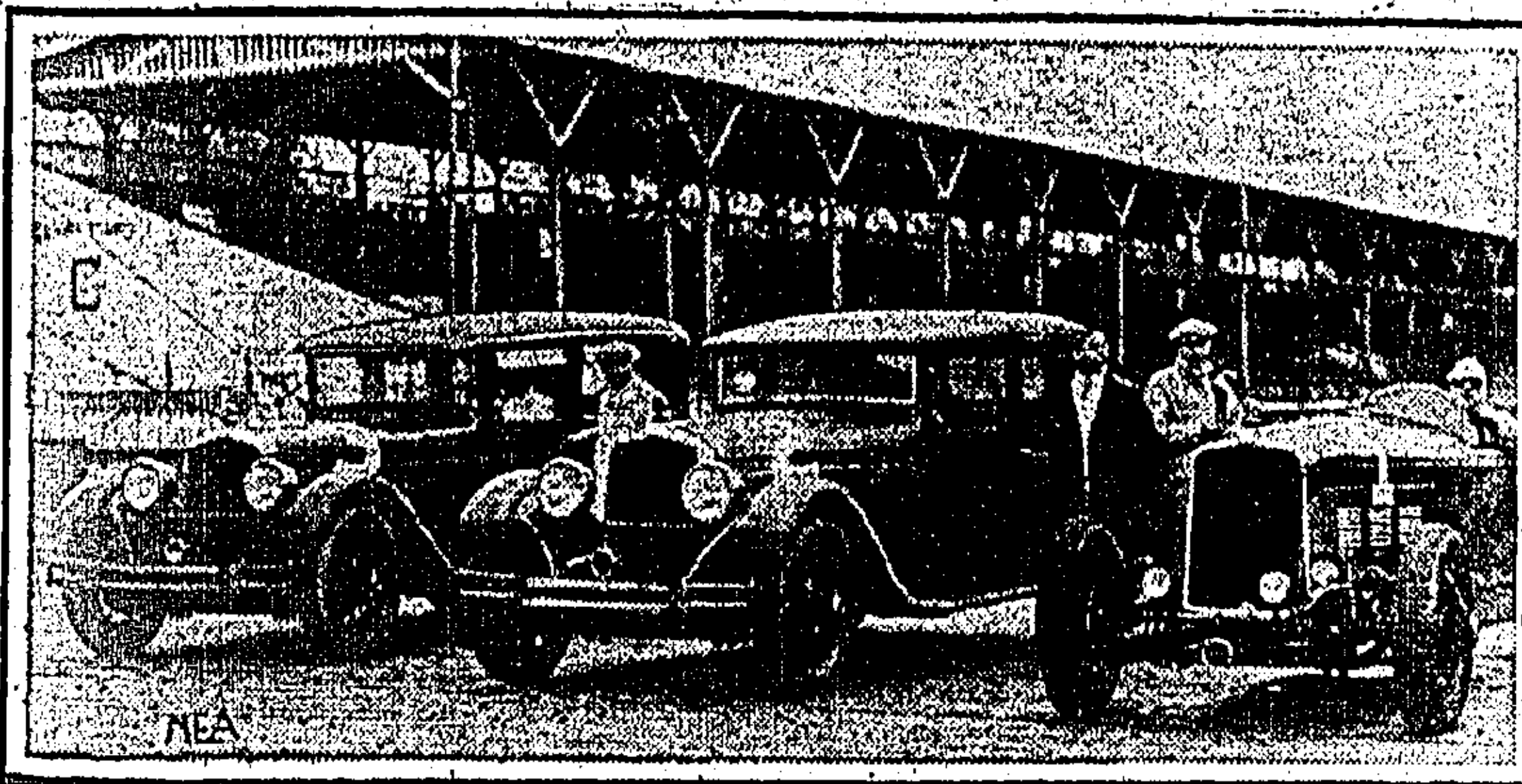
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STOCK CARS CREATE 24-HOUR SPEED RECORD.



Indianapolis, Ind., May 12th.—For the first time in the history of automotive speed, two stock sedans of the same make have set down a record above 60 miles an hour for a continuous stretch of 24 hours.

For this pioneer feat, the Stutz Motor Car Company, builders of these cars, wins the trophy set

down by Mr. Sam Stevens, veteran racer, for such event.

There's nothing unusual in driving cars beyond 60 miles an hour, for stretches of a few miles. But this continuous grind of 24 hours, along the most exacting course ever laid down and for a stretch of more

than 1,600 miles, makes such speed a historic record.

The test was made through a stinging and blinding rain storm during the night, so that they had to be slowed down considerably. The entire run included many stops for fuel and only one stop each for the tightening of a bolt.

TRIUMPH DESIGN.

The New Type Spring Forks.

There are probably few noises more worrying to the motor cyclist than the metallic crack produced by the spring forks of a sidecar machine when negotiating a corner.

This noise, which has been known to cause riders to dismount and examine their fork girders in vain for signs of a fracture, is caused by side-play in the forks which, of course, becomes apparent more rapidly in neglected forks than in those which receive adequate lubrication. Even the forks of the most well-cared-for machines, however, are sure to develop side-play eventually if they are of the conventional type.

The design of the new Triumph fork, however, not only delays the development of play, but also makes it a simple matter to take up such play when it becomes apparent. With this fork, it is not necessary to take off the links, put on washers of the correct thickness and replace the links, as the necessary adjustment can be made by merely tightening the shackle bolts.

The forks are now included in the specifications of the Triumph Cycle Company's T.T., N., Q.A., and W. models, the forks fitted to the various mounts differing only in weight and details.

Separate girders are employed in conjunction with bridge type links of robust proportions, and large woven asbestos washers are placed between the bearing surfaces of the fork girders and forward ends of the links. A single-barrel type tension spring is employed, its lower end being anchored to a projection on the crown lug, while its upper extremity is attached to a lug able to rock on the centre portion of the top front shackle bolt.

The head-clip lug is of massive proportions, incorporating at its rear, the bases of the clamps securing the adjustable handlebar.

The threaded top of the stem tube projects through the head clip lug in the usual manner, but it is interesting to note that it carries a locking ring in addition to the usual adjusting ring, while the adjustment of the head is further secured by a pinch bolt through the head clip lug.

A further point, indicating the thoroughness with which the whole design was thought out, is the manner in which the nipples are fitted. The positions of these afford easy access for the grease gun and the two foremost nipples are inclined at such angles that the fitting of

BRITISH CARS.

The Latest Sunbeam Model.

When the 16 h.p. six-cylinder Sunbeam car made its first public appearance at Olympia last October, it immediately attracted attention, not only from its very pleasing design but also because it is the lowest priced car the Sunbeam Company has produced during recent years.

There are many points of interest in the chassis, although most of the well-tried features of Sunbeam design are retained, the cantilever rear springing being an instance of this. The chassis frame is exceptionally wide and the rear springs are positioned directly underneath it. This enables an improved type of attachment to be used for the springs, and also adds to the general neatness of appearance noticeable throughout the chassis.

Most of the Sunbeam agents overseas regard this 16 h.p. model as a type of car for which there is a good demand in their respective countries. It cannot, of course, compete with the low-priced foreign vehicles which have flooded the overseas markets in the past, but as a high grade British product, with a fine road performance and a reliability which will ensure years of service, it is bound to attract a large number of car buyers. There is lately a noticeable tendency on the part of many experienced overseas motorists to select the higher-grade British cars rather than low-priced foreign products.

A headlamp will in no way detract from the ease with which the grease gun may be applied. This is a good point, which encourages the owner to use the grease gun frequently—the life of far too many spring forks is unduly curtailed by lack of lubrication, a regrettable state of affairs which, in many cases, could be remedied by merely changing the positions of the nipples, thus making the application of the grease gun almost a pleasure instead of a struggle, often involving the removal of accessories.

ROAD DUST AND OIL.

Washington, May 9.—Under severe operating conditions, road dust in the lubricant of an automobile will considerably increase friction losses, while at light loads, little difference will be noted.

These facts were discovered by the United States Bureau of Standards which has completed a series of laboratory experiments to determine the effects of road dust on lubricants of automobiles.

MIRRORS FOR MOTORISTS.

Bonn, Germany, April 29.—Large mirrors are being erected at the elbows of narrow L-shaped streets so that motorists can see the approach of an automobile around the corner.

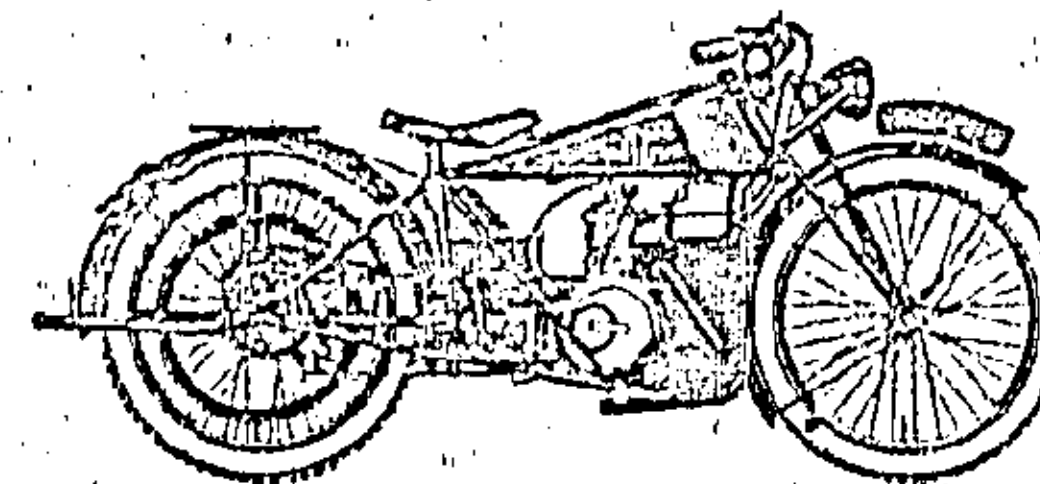
The mirrors, used to lessen the danger of collisions, are known as "traffic spies."



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GIRLS! Put away the knitting needles, get out on a Francis-Barnett solo cycle and spend your week-end at the beach. Remember. It is health plus sport.



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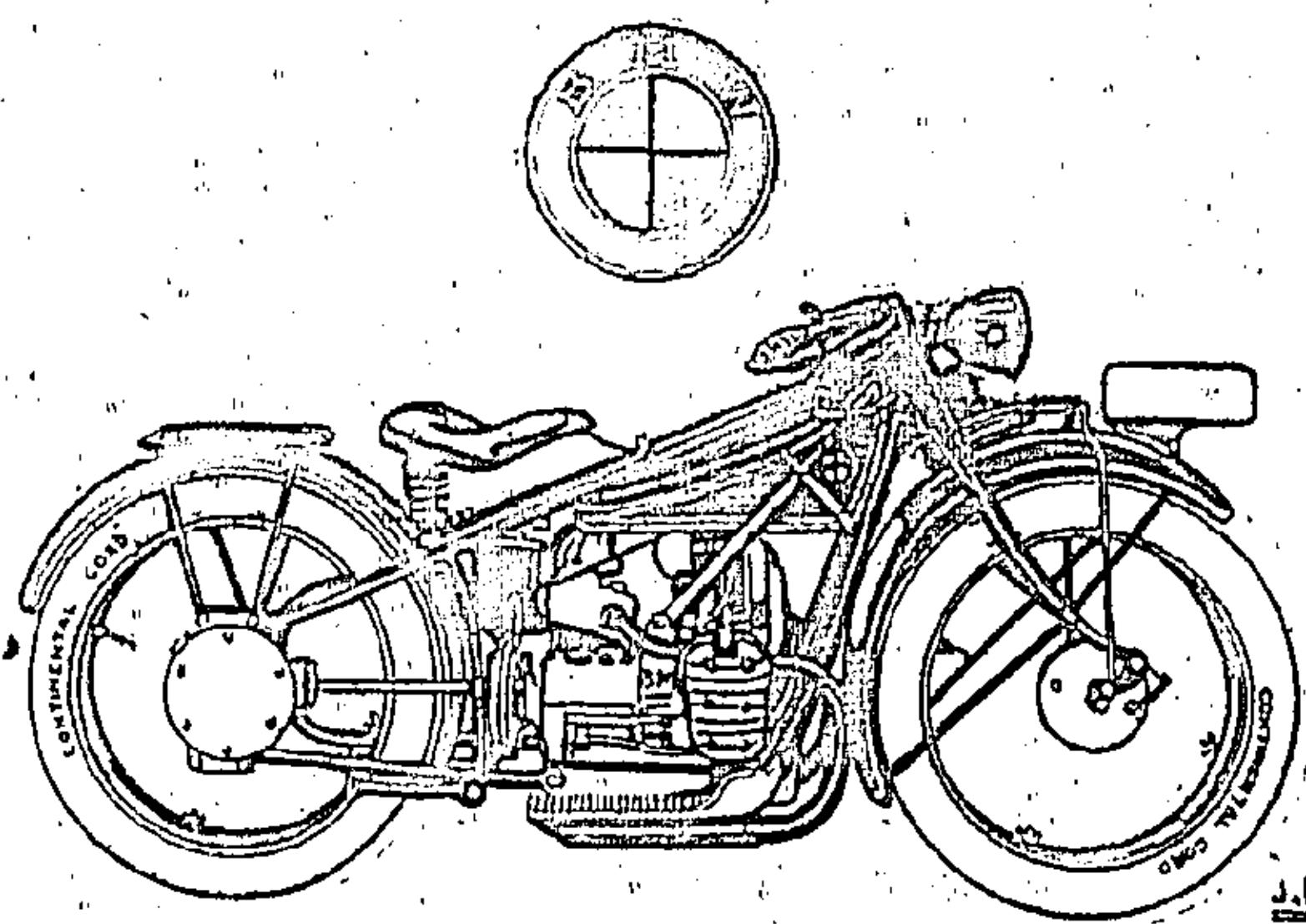
It can be bought on the easy purchase system.

If you can ride a "push-bike"—you can ride a Francis-Barnett, so easy is it to learn.

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12 H.P. MODEL R42 500 c.c.

The new B.M.W. Touring Model represents the latest and most progressive form of engineering development applied to motor cycles.

In designing the R42 model, it has been the maker's endeavour to procure with all possible expediency, every step of technical progress and every item of riding experience for the benefit of a wide circle of clients. The outcome of this endeavour has been to produce—

The most modern Touring Motor Cycle of the highest quality ever put on the market.

A FEW NOTABLE FEATURES

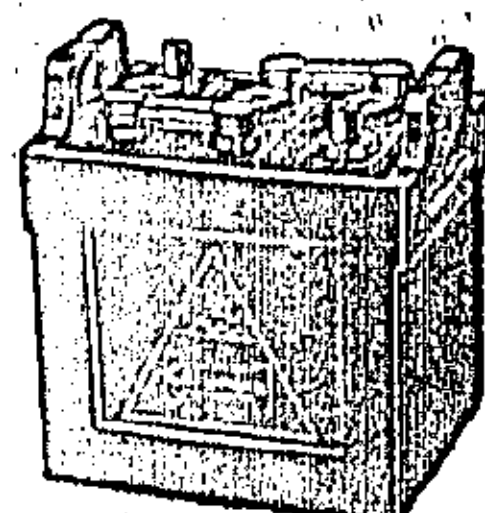
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